

# AUSTRALIAN RAILWAYS ILLUSTRATED

JUNE 2010 - ISSUE 2

RRP: \$9.95



**INSIDE** :

- THE LAST BULLDOGS
- CULLERIN RANGE

- UFWL - BEHIND THE SCENES
- TASMANIA UPDATE



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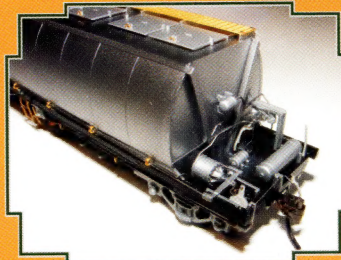
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# AUSTRALIAN RAILWAYS ILLUSTRATED

Vol. 1 No. 2

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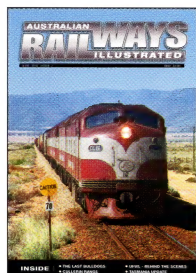
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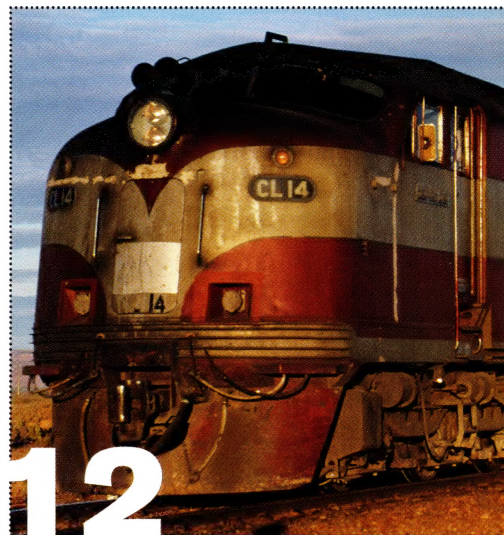
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With the dynamic brakes screaming, CL16, CL9 Gough Whitlam, CL14 Charlie Jones, CL12 and GM15 slow for the arrival into Port Pirie yard whilst hauling 444 goods from Port Augusta on Wednesday 6 February 1980. Photo by Peter Watts



# AUSTRALIAN RAILWAYS ILLUSTRATED

Published by

**Australian Railways Illustrated P/L**

A.C.N. 142 183 702

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**Printing:** Immij - 3/12 Mars Road  
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**Deadline for contributions: 1<sup>st</sup> of the preceding month.**

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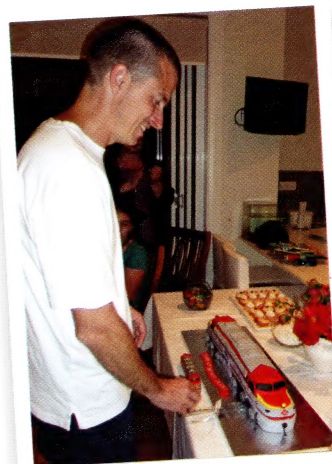
## FROM THE EDITOR :

**T**hank you for joining us for the second edition. Due to demand from advertisers and the like, we have increased from 68 pages to 84 pages to accommodate this and this also allows us to have more room for editorial content for you the reader. The flip side of that is that we have had to increase postage rates for new subscribers overseas due to the magazine now being heavier. A number of production issues that arose in the first issue such as small font size on the captions and having captions within the images have been remedied. Apart from this, it has all been positive feedback.

We welcome Alex Rothwell and Jon Clark to the team as our Tasmanian and Victorian State Editors respectively and we are sad that Chris Nuthall has had to relinquish his position due to work commitments, ah the joys of nightshift!

On a social note, my two fellow directors celebrated milestones since the first issue, Jason celebrating a 40th birthday in mid April whilst Mike celebrated his 60th birthday in early May with a surprise train trip.

## Stewart





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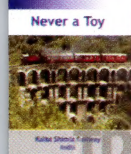
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## Adelaide Tram Revival

In 2004, Glenelg tramway was completely refurbished, and new European low-floor trams acquired. The line was extended up King William St. to North Terrace. 60M \$29.95 \$27.95 #RSATR



## Never A Toy

In 2007 UNESCO was considering the Kalka Shimla Railway in northern India for World Heritage status. This is the story of the inspection and the preparation of the UNESCO report. 59M \$29.95 \$27.95 #RSNAT



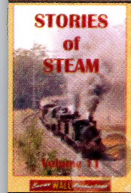
## Australia's Oldest Operating Steam Locomotive

The main focus of this award winning film by the late Brian Witte, is Queensland's A10 No.6; the oldest operating steam loco in Australia. 85M \$34.95 \$29.95 #WSPAOSL



## Railways of Tasmania - Volume 9

See a fully loaded paper train, major de-railment at Colebrook, coal train from the Fingal Valley, freight trains on the Western Line and loads more. 85M \$29.95 \$28.95 #RESROT9DV Vol. 1 - 8 also available from \$24.95



## Stories of Steam 11

Features steam action around NSW from 1992 - 2003. Locomotives include 1210, 2705, 3112, 3642, 3801, 3830 & 5910. Spectacular triple header action. 60M \$39.95 \$38.95 #BWSOS11



## TRAINZ 2010 Railroad Simulator

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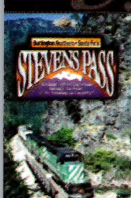
## Great Model Railroads - Vol. 65

Oregon California & Eastern Part 2 The massive museum layout took 5 1/2 years to build. Planning began in 2000 and by 2009 it was open. 60M \$69.95 \$64.95 #GMR065 GMR043 to 064 available same \$\$



## Super Steam

From the bizarre to the highly efficient, modern technology has elevated the steam locomotive into a machine, which compares favourably with other forms of traction. 72M \$38.95 \$36.95 #RRSS



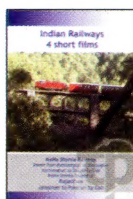
## BNSF's Stevens Pass

The toughest mountain grade on the entire BNSF. See hot stack trains crawling up the 2.2 percent grade, traveling past lofty peaks, rushing rivers and a variety of tunnels. 60M \$39.95 \$34.95 #RPSTEVDV



## Trains of the Birmingham Southern

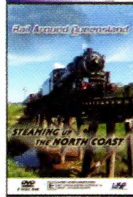
See SW1000, SW1001, SW1500, MP15DC, SD9, GP38-2's & a trio of high hood SD9's. Switching, locals and road freights. Era 2002/2006 65M \$44.95 \$39.95 #PE078BIRMSO



## Indian Railways

Four short films...

Steam - Kathleeghat to Kandaghat, Kathleeghat to Shoghi by Cab, Kalka Shimla Railmotor & Rajasthan - Jaisalmer to Pokaran by Cab. 60M \$29.95 \$27.95 #RSIR



## Steaming Up The North Coast

Very few steam train tours in Australian railway history, have matched the scale of QR's 140th anniversary trip from Brisbane to Kuranda and back. Twin DVD Box. 130M \$34.95 \$29.95 #WSPRAQSN (Counts as 2 items for P&H charges)



## The Way It Was - Volume 2

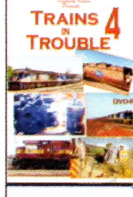
Rare archival railway film shows the weird and wonderful, the gone but not forgotten, and the development of railway infrastructure. 1960s - 1990s. 59M \$34.95 \$29.95 #WSPTWIW2 Volume 1 also available same \$\$.



## Steam Video Number 108

October and November 2009

Britain's best selling steam video magazine. Twin DVD Box. 120M \$44.95 \$39.95 #TSBT180D (Counts as 2 items for P&H charges) No. 100 - 107 also available same \$\$.



## Trains in Trouble 4

Continues the theme of trains and locomotives experiencing technical difficulties along the track. Includes printed material. 66M \$37.95 \$34.95 #TSTIT4

TSTIT1, 2, 3 also available same \$\$.



## New Zealand Railscene - Vol. 62

Featuring March 2010 with Ja1275, New Lynn Rail Trench, Cruise Ship Charters, Double Decker Trams, KiwiRail, Coal Trains and loads more. 60 MIN \$39.95 \$34.95 #MNZR62 MNZR01 - 61 available from \$19.95.



## The Noughties Review 2000 - 2009

Look back at the first decade of the 21st Century, when privatisation really got into its stride. See how the railway has changed, and how it has stayed the same. Great UK coverage 100M \$49.95 \$44.95 #VITNR2009



## Steam Trains of Great Britain

Enjoy this beautifully presented whistle-stop tour around Britain to see some of the most remarkably preserved steam railways and locomotives. 80M \$19.95 \$14.95 #PEGDVD1372



## Tennessee Pass and the Royal Gorge Route

Top diesel action - 10 locos - 1 train! Minturn was still a busy place with helpers. See trains with everything from manifest to coal and taconite. 90M \$39.95 \$34.95 #RPTNPASS



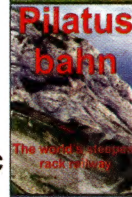
## Video125 2010 Catalogue

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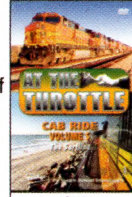
## Rail Heritage Queensland 2010 Part 1

BB18&1/4 1089 on Suburban Steam, C17 974 on Steam Train Sunday, English Electric diesel 1620 with the "Rough It" Express and more. 63M \$14.95 #TPRHQ20101



## Pilatusbahn

At a gradient of 480 pro mille - 48%, just under 1 in 2 - the Pilatusbahn is the steepest rack railway in the world. Originally steam-operated, it was electrified at 1550V DC in 1937. 67M \$29.95 \$27.95 #RSPB



## At The Throttle Cab Ride Volume 5

The Surfline is not your traditional cab ride. Cameras mounted inside and outside several BNSF locos, show a unique perspective! 90M \$44.95 \$29.95 #XATT5DVD Vol. 1, 2, 3 & 4 available same \$\$.



## Silverton - The Diesel Era

Silverton, as a rail operator owes its very existence to a dispute between the NSW & SA State Governments. This DVD covers operations from 2000 to 2008. 94M \$37.95 \$34.95 #TSVSTDE



## Classic Train Journeys 5 - Ireland

Drivers Eye View by Video125 65M \$19.95 \$17.95 #V125C5D 1 - Scotland #V125C1D \$17.95 2 - Wales #V125C2D \$17.95 3 - S.W. England #V125C3D \$17.95 4 - N. England #V125C4D \$17.95



## Pentrex DVD Previews Volume 3

Here's the best way to sample the quality that goes into every Pentrex show. See all the top action on these sensational preview DVDs. 122M \$44.95 \$19.95 #XPDP3 Vol. 1 & 2 also available same \$\$.



## Trains in Action Volume 4

See steam, diesel, electric and model trains from the USA, UK, Europe, China, South Africa and Australia. We take you trackside and onboard for all the action. 110M \$14.95 #TPTIADVD04



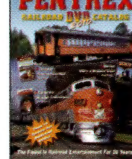
## Metra Milwaukee District Cab Car

Ride over Metra's Fox Lake line from Libertyville into Chicago Union Station over the former Milwaukee Road Fox Lake line. 60M \$39.95 \$34.95 #RPMCABDVD



## Northland Baldwins and E&LS

See Baldwin & EMD diesels on the Escanaba & Lake Superior. The E&LS travels through the scenic forests and towns of Upper Michigan & Wisconsin. 90M \$44.95 \$39.95 #PE016ELS



## Pentrex 2010 Catalogue

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• Awaiting a path northward to return to Newstan Colliery, G514, B65, B61 and G513 stand in Thirroul yard with NW07 empty coal on Saturday 24 April 2010.  
• Photo by Danny Webb

## SOUTHERN SHORTHHAUL RAILROAD COMMENCES COAL HAULAGE IN NSW

Southern Shorthaul Railroad has become the first rail operator apart from the two majors (Pacific National and QRNational) to commence coal haulage in NSW. The first service operated on Tuesday 20 April 2010 between Newstan balloon loop (approximately 20kms south west of Newcastle) and the Port Kembla Coal Terminal. On Friday 30 April 2010, a fully loaded train was taken from Newstan balloon loop to the new NCIG Coal Terminal on Kooragang Island for discharge. Southern Shorthaul Railroad owned locomotives G513, G514, B61 and B65 have been involved in all initial workings.

Southern Shorthaul Railroad director Jason Ferguson stated "SSR is not out to compete head-to-head with the large coal haulage providers. There is room in the NSW coal haulage market for a niche service provider with one or two key coal customers who can be the rail operator's sole focus rather than trying to be all things to all people. I would expect that these coal customers would keep many of their existing relationships with their current service

providers but would look to SSR to provide services which require maximum flexibility, the highest levels of customer service and a guarantee of supply".

## WHITEHAVEN COAL LOCOMOTIVES TRIALLED

Downer EDi Rail has built 3 x GT46C-Ace locomotives for Whitehaven Coal at their Cardiff NSW facility. The first two units, WH001 and WH002, were trialled from Cardiff on Monday 3 May 2010. The locomotives are painted in a livery very similar to the scheme applied to LDP001, LDP002 and LDP003. It is understood that some of the WH Class locomotives were fitted with Whitehaven logos, but these were removed prior to entering service. The locomotives are equipped with ECP braking and are set up for distributed power.

Whitehaven is also shortly to receive delivery of 86 x PHWH coal hoppers which have been manufactured in Australia by Bradken Rail. The three WH Class locomotives and the PHWH coal hoppers will work from the Gunnedah Basin to the Newcastle unloading facilities, and the rollingstock will be operated by Pacific National.

## COUNTRYLINK XPT COLLIDES WITH EXCAVATOR IN CENTRAL WESTERN NSW

On Wednesday 5 May 2010, WT27 Central West XPT (with power car XP2008 in the lead) collided with an excavator which was working on the track on the eastern side of Newbridge (between Bathurst and Blayney) in Central Western NSW. The excavator operator was fatally injured. The train was not derailed and there was one reported passenger injury. The accident is being investigated by a number of stakeholders, including the NSW Office of Transport Safety Investigations (OTSI).

## METRO TRAIN MELBOURNE COLLISION

On the evening of Tuesday 4 May 2010, a Metro Trains Comeng set (led by 570M) collided with the rear of a Pacific National freight service approximately 3kms south of Craigieburn, on the northern outskirts of Melbourne. The Pacific National service (hailed by locomotive G524) was the empty Hanson quarry train conveying 21 aggregate hoppers en route for loading at Kilmore East. The rollingstock sustained varying degrees

of damage, including sheered engine mounts in the G Class. Public Transport Safety Victoria is heading up the investigation into the incident.

### PATRICK PORT LOGISTICS EXITS PORT BOTANY RAIL OPERATIONS

Patrick Port Logistics has announced that it will cease its Port Botany rail operations and associated rail services from 30 June 2010 because it could no longer justify investing into its Camellia terminal with rail's share of Port Botany freight movements running at a poor capacity of 23%.

Services affected by the decision include the Dubbo to Port Botany container service and the container trains that operate between Port Botany and Camellia (near Parramatta).

Patrick Port Logistics has stated that the short-haul nature of rail to and from Port Botany to Camellia would never be competitive in relation to road transport charges due to the need to have a road haulage task at the beginning and end of each rail journey at Camellia. Patrick had subsidised rail in the past

on the basis that it created greater throughput through its Port Botany terminal, however the decision to build a third terminal has removed this requirement.

### POTA TO BUY SOUTH SPUR RAIL SERVICES

It has been reported that POTA will purchase all of the issued capital in South Spur Rail Services for \$16M.

The sale is conditional upon completion of satisfactory due diligence, board approvals and formal documentation.

The managing director of Coote, Michael Coote, said: "The sale of South Spur Rail Services is consistent with Coote's stated objective to focus its activities on the significant growth opportunities present across its core technical based businesses servicing the resources, maritime, defence, rail and power generation markets. The sale will deliver a financially positive outcome for Coote shareholders and also represents an excellent opportunity for POTA to broaden the operations of its P&O Trans

Australia logistics business. Coote has recently executed term contracts with three substantial customers enhancing value in the business."

Under the terms of the sale, Coote and POTA will work together to determine the rolling stock fleet requirements for the South Spur business. POTA has the right to return surplus rolling stock under lease under a return procedure to be set out in the definitive documents, with a limit on the maximum amount of equipment that can be returned.

South Spur will continue to lease its retained rolling stock fleet from Coote subsidiary Greentrains Ltd in accordance with long-term lease agreements which are already in place between South Spur and Greentrains (subject to amendments to be agreed between South Spur and Greentrains).

Mr Coote said: "We are pleased that South Spur, with the backing of a financially robust owner and operator in POTA, will continue to have an ongoing relationship with Greentrains."

- Due to end on June 30, Patrick Rail service 8878
- from Agrigrain Narromine pauses at Minore for
- safeworking formalities on Wednesday 28 April
- 2010 hauled by 4503 and 4892.
- Photo by Rick Coles



"As previously announced, the board continues to pursue a re-capitalisation of Greentrains to de-consolidate that entity from Coote and settle on the second tranche of rollingstock that Greentrains has committed to acquire from Gemco Rail. We believe that the sale of South Spur to POTA, coupled with the opportunity to broaden the customer base through leasing of any returned Greentrains rolling stock, should materially enhance Greentrains' value and the prospects of successfully concluding a re-capitalisation on appropriate terms."

If the sale is completed, this will see a further rationalisation of mainline rail freight operators in NSW, leaving Pacific National, QRNational/Interail, SCT Logistics, POTA, Independent Railways of Australia (IRA), El Zorro, Southern Shorthaul Railroad (SSR), Freightliner and Genesee & Wyoming Australia.

## FIRST REFURBISHED 48 CLASS LOCOMOTIVE ENTERS SERVICE FOR GRAINCORP

Junee Railway Workshop has completed the refurbishment of the first 48 Class locomotive for GrainCorp. Eighteen 48 Class units were transferred into GrainCorp's control last year and are progressively being rotated through Junee Railway Workshop for refurbishment. As part of this process, the locomotives are being renumbered into the 48201 to 48218 series.

The first locomotive refurbished, 48216 (ex-48150), was unveiled at a ceremony at Junee on Thursday 15 April 2010 and shortly after, the locomotive re-entered service. The locomotives and the 180 grain wagons that were transferred into GrainCorp's control in 2009 are all operated by Pacific National. 48216 has been repainted into a mid blue and yellow livery. Other modifications carried out to the locomotive include the fitting of additional handrails and lowering of the multiple unit receptacles.

## MANILDRA PURCHASES 73 CLASS LOCOMOTIVES

In March 2010, the Manildra Group purchased 73 Class diesel hydraulic locomotives 7315 and 7319 from ARHS ACT.

On Friday 16 April 2010, both locomotives were moved by road from Fyshwick in Canberra to the Manildra facility at Bomaderry (near Nowra). It is believed that one locomotive will be used as a shunting unit at Bomaderry while the other is to be allocated to Gunnedah.

## QR SECURES WESTERN AUSTRALIA IRON ORE HAULAGE CONTRACT

Gindalbie Metals Limited announced the signing of an agreement for the provision of long-term bulk rail haulage services for its Karara Iron Ore Project in Western Australia

by QR Freight ("QRF"), the group national bulk freight haulage business for QR Limited.

Under the Rail Operations Heads of Agreement ("HOA") – which has been signed by the Joint Venture Company Karara Mining Limited ("KML"), QRF has been appointed as the exclusive provider of rail operations for the initial tonnages of magnetite concentrate (8Mtpa) and Direct Shipping Ore (up to 3Mtpa) to be produced by the Karara Project.

The HOA represents a key step towards finalising a separate Rail Haulage Agreement with QRF which is expected to last 10 years. This long-term agreement will have options for future growth and expansion tonnages to accommodate the potential growth of the Karara Project to a production capacity of 30Mtpa.

Construction commenced at Karara last year and is progressing on schedule with approximately 200 personnel currently on site. Karara, which is located 500km north-east of Perth and 225km east of Geraldton, is the Mid West region's largest resources project and is being developed as an integrated iron ore project under a 50/50 joint venture between Gindalbie and leading Chinese steel and iron ore company, Ansteel.

The agreement with QRF covers the full rail distance of approximately 300km from the Karara mine site to the port of Geraldton and encompasses bulk haulage transport

- Returning to Cootamundra after it's first revenue
- run earlier in the day, 48216 is spliced between
- 8184 and 8157 as they haul 9323 empty grain
- southward near Yarra on Thursday 29 April 2010.
- 48216 is the first unit refurbished by Junee Rail
- Workshops on behalf of Graincorp.
- Photo by Andrew Rosenbauer





operations both on the new 85km spur line to be built from Karara to Tilley Siding, near Morawa, and on the existing narrow gauge railway line that runs from Morawa to Geraldton.

The future growth options will include the opportunity to dovetail the expansion of the Karara Project with the availability of new Port and Rail Infrastructure to be developed by Oakajee Port and Rail ("OPR").

The HOA also covers an Early Works phase where QRF is providing:

- the design of a Rail Operating Plan to determine the optimal size and frequency of rail operations;
- the specification, modification and certification of locomotives to meet KML's requirements;
- the design, specification and construction of rail wagons to meet KML's requirements; and
- the provision of personnel, support and maintenance services for the rolling stock to ensure that the greatest possible efficiencies are realised from the rolling stock.

Gindalbie's Managing Director, Mr Garret Dixon, said QRF was selected on the basis of their strong presence in Western Australia through its business Australian Railroad Group (ARG) and significant experience in operating and maintaining bulk freight haulage services.

"This is potentially one of the largest individual long-term contracts which will be awarded for the Karara Project, with a value of

several hundreds of millions of dollars over the initial 10-year period," Mr Dixon said. "Under this contract we will secure the transport of our iron ore products initially through Geraldton and then to Oakajee Port when it becomes available."

"We are very pleased to have on board one of the largest and most experienced bulk rail freight operators in the country. We have now established a strong framework agreement and a relationship that will form a key part of the Karara Project development and operations for many years into the future," he added.

QR - one of Australia's largest integrated transport providers, generating almost \$4 billion per annum in revenue - acquired the ARG business from a consortium of Wesfarmers/Genesee and Wyoming in 2006. ARG hauls a range of bulk commodities for Australia's primary industries and mining sectors, ralling approximately 60 million tonnes of freight in bulk including iron ore, minerals, and agricultural products.

QRF Executive General Manager Ken Lewsey said involvement with KML cemented ARG's position as an export enabler in Western Australia. "Karara is a significant project for this State. It represents the first phase of developing the Mid West as the State's second iron ore province and, as the first of the foundational projects for Oakajee to come on stream, will help drive the delivery of Oakajee

• **DFZ2405, DFZ2404, DFZ2401 and P2507 off line haul 3720 empty iron ore consisting of an 108 empty wagons running from Geraldton Port to Perenjori as a trial on 13 April 2010 seen here north of Sullivan on the Mullewa to Perenjori section.**  
• **Photo by Phil Melling**

infrastructure," Mr Lewsey said. "ARG is the largest haulier of iron ore in Australia outside the Pilbara region, and we welcome a long-term partnership with KML as an important component of our future operations." QRF will form part of the proposed multi-billion dollar float of the QR National coal, freight and infrastructure servicing business. The Queensland Government recently announced the appointment of five investment banks to manage this IPO, which is expected to be Australia's largest public share offer this year. The Queensland State Government is separating its QR passenger business together with QR rail network other than the central Qld coal system ("Queensland Rail") from the current QR Limited entity. The remaining "QR National" business will include both the current coal and freight haulage businesses together with the central Queensland coal network business. The Government is only proposing to publicly list the QR National business and will retain ownership of the separated Queensland Rail business.

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Fax: +61 (2) 8965 0011

Director: Mr Ian Gibbs

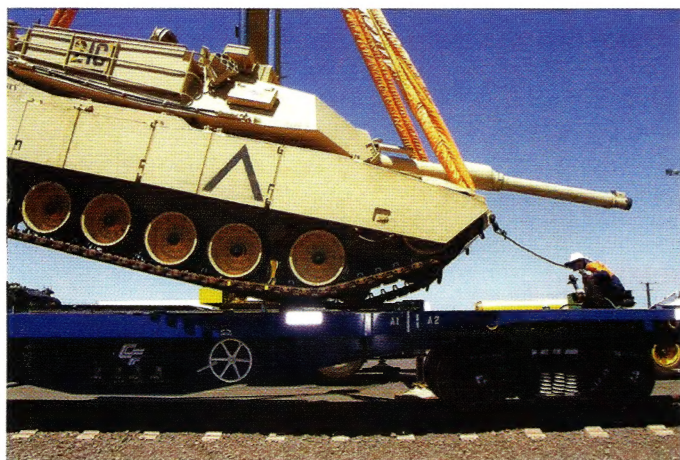
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HO SCALE



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## NSWG PC2 Station Building Kit

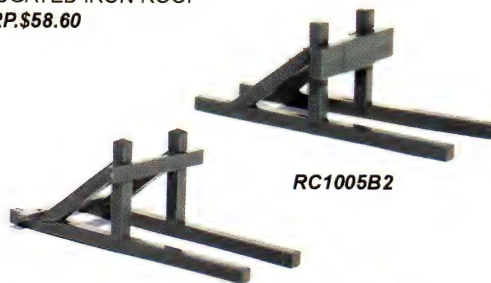
15" CONCRETE WALL CLADDING, CORRUGATED IRON ROOF  
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Pictured is an example of a painted kit

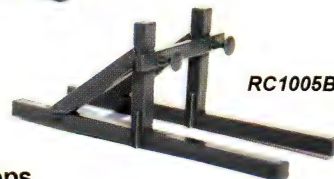
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RC1005B1

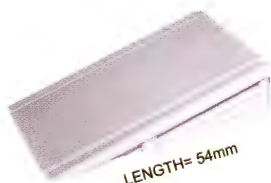
RC1005B2



RC1005B3

## Timber Buffer Stops

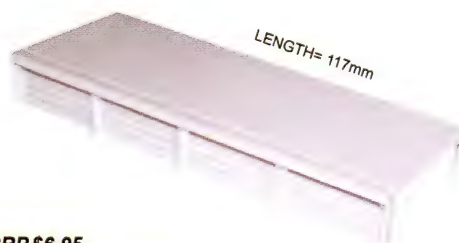
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LENGTH= 54mm



LENGTH= 32mm



LENGTH= 117mm

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# The Last Bulldogs

*40 years on*

By Scott Fitzgerald

*One of the most unique locomotive models ever built in the world, the model AT26C represents the last use of the so-called "Bulldog nose" built new.*



- During March/April 1975 CL1 *John Gorton* underwent a period of testing in New South Wales with it working the Southern Aurora a number of times.
- Here it works northward between Maldon and Douglas Park on Sunday 23 March 1975.
- Photo by Leon Batman

## INTRODUCTION

In August 1965, Commonwealth Railways released expressions of interest for the construction of five, eight or ten diesel electric locomotives of 3800hp to 4000hp. At the time none of the licensed Australian manufacturers could supply a locomotive of such horsepower and light weight without each unit having two prime movers or more than two bogies, so unable to find a supplier they decided to purchase more GM Class units.

In 1967, Commonwealth Railways again released expressions of interest for the construction of five, eight or ten diesel electric locomotives capable of hauling a trailing load of 2000 imperial tons, up a 1 in 180 gradient at a speed of 10 mph. The advancement of locomotive technology within the two years since their first expression of interest was substantial. Their main supplier of diesel electric motive power on standard gauge was Clyde Engineering who had a licence agreement with General Motors, Electro Motive Division (EMD). During this time the original 567 type prime mover as fitted to the GM Class had been superseded by the 645 type and use of a more efficient A/C alternator emerged instead of the use of a DC main generator (as fitted to the GM Class). All of these then recent improvements provided a horsepower range closer to the CR's original 1965 specifications. Westrail had provided an order in November 1966 for 17 units of 3000hp model GT26C built by Clyde with this new 645 type prime mover, and this was possibly a factor in the specification stipulated by Commonwealth Railways in its expression of interest document.

## DESIGN

In February 1969, Commonwealth Railways awarded Clyde Engineering a contract to construct five locomotives of 3000hp (available for traction) with a body similar to the earlier GM Class. It's interesting to note that these units were the first and only type to be constructed from new fitted with the GM Class style nose and the new 645 type prime mover. This new locomotive was given the model AT26C, and these new locomotives were designated the CL Class.

The construction of the CL Class saw the introduction of the mansard type roof design coupled to a streamlined nose, something which the world had never seen previously. The body design is monocoque, meaning that the body sides contribute to the overall structural integrity. The full width body arrangement was not just an aesthetic function

but enabled easy application of a 10psi pressurised engine room. This arrangement would stop the ingestion of dust into the locomotive. This feature has been applied to most of CR's diesel electric locomotive purchases. Like the last eleven GM Class units numbered GM37 to GM47 and the Westrail L Class, the CL Class were equipped with dynamic braking - obviously they had seen the advantage of this form of braking in the operation of dynamic brake equipped GM Class locomotives on the Leigh Creek coal train service.

The class designation is open to more interpretation than the question of whether Elvis is still alive or not. Here are two schools of thought as to where the designation was derived from:

- A Commonwealth Railways version of the Westrail L Class
- A Clyde Locomotive

## DELIVERY

With the units being built at Clyde's Granville works in New South Wales, CL1 rolled off the production line on 16 January 1970. The locomotive was named "John Gorton" (after the Prime Minister of the day) by Mrs Gorton at a ceremony at the Granville works on 6 February 1970.

The units were trialled to Newcastle and return prior to delivery via Broken Hill on the then new standard gauge line to Port Pirie.

With the introduction of the CL Class onto the Trans-Australia Railway line, the need to use two GM Class units on various services greatly diminished and hence Commonwealth Railways found themselves with a motive power surplus, with GM31, GM32 and GM34 being leased to the Victorian Railways in late 1971. With the opening of the line from Port Augusta to Whyalla on 6 October 1972, the opportunity was taken to name the latest and last CL Class member (CL17) William McMahon (then current Prime Minister).

With the turning of the first sod of the standard gauge Tarcoola to Alice Springs line on 12 April 1975, a special train was run with CL9 & CL14. On arrival at Tarcoola following a short ceremony, the units were named after the then Prime Minister Gough Whitlam and Transport Minister Charlie Jones respectively.

## IN SERVICE

With the opening of the then new standard gauge line from Broken Hill to Port Pirie, although controlled at the time by the South Australian Railways, it did enable the operation of the first transcontinental

passenger service in the form of the Indian Pacific, which left Port Pirie for Kalgoorlie with CL1, GM47 and GM25 in charge on 25 February 1970. With the introduction of the CL Class onto the Trans Australia Railway, their high gearing and abundant power enabled them to handle large tonnages solo.

## THROUGH WORKING

A number of trials involving through working of locomotives hauling the Indian Pacific occurred during October 1973, December 1973 and February 1974 involving the CL Class. On 30 October 1973, the first through working to Perth of a CL Class locomotive occurred when CL13 hauled a combined Trans-Australian / Indian Pacific into East Perth Terminal, with CL13 returning east that night. CL15 and GM40 arrived in Lithgow from Port Augusta working No.2 Indian Pacific on Wednesday 12 December 1973. Next morning, they departed Lithgow at 0720hrs with W1/W2 special to Kandos - the consist was EVD1513, NAM2335 (Southern Aurora sleeping car), PHO2004 (Power van) and JHG34006 (Brakevan). Subsequently arriving back at Lithgow at 1535hrs, both locos and EVD1513 replaced 4604 and 4603 on No.1 Indian Pacific and departed westbound at 1752hrs, subsequently arriving at East Perth Terminal on the morning of Sunday 16 December 1973, before returning eastbound that evening.

A second trial involved CL3 working No.2 Indian Pacific to Lithgow on Wednesday 20 February 1974. That afternoon it worked No.527 goods to Orange, returning the next morning with No.500 goods. Later that day, CL3 and EVD 1513 departed Lithgow with No.1 Indian Pacific.

Later that year, CL's were used on the Indian Pacific between Port Pirie and Perth, however this working concluded in mid 1975.

Arriving into Sydney on Thursday 12 March 1975 working W2 Indian Pacific, CL1 was brought to New South Wales specifically for testing. Between that date and when it returned home on Monday 14 April 1975, it worked between Sydney - Albury and Sydney - Port Kembla - Moss Vale on a variety of workings, including the Southern Aurora.

## NOTABLE WORKINGS

Listed below are some instances and workings of note in locomotive number order:

### CL1

CL1 *John Gorton* and GM32 worked the Ghan ex Adelaide on Thursday 24 January 1985, the first instance of a CL on such working.

## CL2

On Monday 21 September 1987, CL2/ GM26/ GM13/ GM16/ GM25 worked 2260 goods ex Port Augusta to Adelaide.

## CL3

CL3 hauled a 28 car empty passenger stock movement from Adelaide to Port Augusta. GM20 & GM30 were attached to the Adelaide end of the train which then proceeded to Yorkeys Crossing for photography by the AN public relations department. The set then returned to Port Augusta, CL3 was detached and GM20 & GM30 hauled the consist back to Adelaide on 24 March 1985. It also carried out high speed testing with 603, AZSY testing car, generator set S544, and flat wagon types AQMX, AQMY, AQPY, NQOY, AQME and AFYI over the Spencer Junction - Whyalla section on 12 December 1985 from 0700hrs to 1320hrs, at speeds of 40, 60, 80, 100, 110 & 120kmh on various weights of rail.

## CL4

On Friday 20 May 1988, CL4 and GM10 working 4300 goods ex Kalgoorlie arrived at Port Augusta with 3801 and the Bicentennial train trailing the consist, whilst on Tuesday 9 September 1986 the eastbound Indian Pacific arrived at Port Augusta with CL4/ GM40/ CL3/ GM4.

## CL5

CL5 and CL4 hauling CL14 *Charlie Jones* departed Dry Creek yard with 1289 Port Augusta goods on Sunday 16 June 1985.

## CL7

CL7 hauled first trial "Northliner" goods service from Islington to Alice Springs on 29 November 1985 as CL7/ GM15/ GM29 hauling 33 vehicles. Hauled 6300 goods from Port Augusta to Broken Hill on 15 February 1987 - in the consist was DE90 on an AWWX wagon for delivery to the NSW Rail Transport Museum.

6300 goods to Broken Hill departed Port Augusta on Sunday 30 November 1986 with CL7/ 705/ GM37 hauling 602/ 607/ GM15/ GM22.

## CL8

CL8 hauled the inaugural special passenger train from Port Pirie to Tarcoola and Alice Springs on the new standard gauge line on 8 October 1980, with CL7 and thirty coaches. At Kulgera on 9 October 1980, CL8 and CL7 were detached from the train and AL18 hauled the train into Alice Springs. Involved

in derailment at Nurina on 30 May 1982 with AL25, Returned to Clyde for repairs ex Port Pirie on a southbound goods hauled by 933 on 11 August 1982. Ex Clyde Rosewater on broad gauge transfer bogies and hauled to Peterborough on 13 December 1982.

After flooding closed the Alice Springs line, GM38 and CL8 hauled a combined Alice/Ghan service on Tuesday 24 January 1984 with 27 flat wagons loaded with motor vehicles and 34 passenger carriages.

## CL9

CL9 hauled a special passenger train to Tarcoola in April 1975, for a turning of the "first sod" ceremony for the new standard gauge line to Alice Springs. At Tarcoola, CL9 was named Gough Whitlam. Hauling train No. 6381 goods service from Dry Creek to Kalgoorlie with 702 on 20 December 1986, whilst traversing the Coonamia bypass loop, CL9 struck a semi trailer at the level crossing at 0345hrs.

6300 goods to Broken Hill on Sunday 22 May 1988 passed through Caltowie hauled by CL9 *Gough Whitlam*/ GM40/ 601/ 607/ GM22/ GM42.

## CL10

CL10 hauled an Up Alice Springs goods with GM16 - in the consist on a flat wagon was the steam locomotive NA1 "Sandfly" ex Port Augusta - arrived at Dry Creek on 9 May 1984. "Sandfly" was placed into Keswick terminal on 14 May 1984.

## CL11

On Wednesday 19 February 1986, 2338 goods from Alice Springs arrived at Dry Creek yard with CL11 and GM40 hauling CL15/ CL9 Gough Whitlam/ GM19.

CL11/ AL18 Malcolm Fraser/ AL23 hauling CL1 John Gorton/ CL2/ CL14 Charlie Jones/ CL8/ GM20/ GM27/ CL15/ GM32/ GM22/ AL20/ GM25/ GM19 departed Parkeston with 1300 goods, 60 vehicles for 4,210 tonnes on Sunday 27 December 1987.

## CL12

7300 goods to Broken Hill on Monday 31 August 1986 passed through Yunta hauled by CL12/ GM15/ GM7/ GM2/ 602.

## CL13

CL13 hauled ARHS special passenger train from Port Pirie to Woomera on 19 July 1974. It stabled overnight and returned to Port Augusta on 20 July 1974. It also hauled a special Army

train from Dry Creek to Alice Springs with GM38 and GM16 and 69 vehicles for 2,500t on 23 April 1984, for operation "Pitch Black".

## CL17

On Monday 20 December 1982, CL17 *William McMahon* and GM18 worked the first train load of livestock on the standard gauge into Adelaide. It was also the first visit of a CL to Adelaide.

CL17 starred in a television commercial for a petrol company, being at the time the last CL Class in CR livery. The Commonwealth Railways lettering was temporarily painted over for filming - not long after this unit was repainted into Australian National colours.

## MODIFICATIONS

With the name change from Commonwealth Railways to Australian National Railways in 1975, and subsequently a further one to Australian National in 1981, a change in livery was applied to the class (see table for livery dates).

The fitting of radios by CR was one of the few modifications to be applied to the class prior to AN operation. The next noticeable modification was the removal of the coat of arms plate previously attached to the "A" end nose door - it was generally removed either as a result of corrosion or damage. Some units that were painted into ANR livery had the CR in the coat of arms plate removed and ANR applied, although it seems this was short lived, probably due to the time taken to accomplish the modification. The removal of the "B" end communication diaphragm also occurred upon repainting into AN colours, although some of the first units to have the livery applied retained the diaphragm, for example CL4. The "A" end MU covers was removed to make it easier to MU units together. In 1987 engineering personnel investigated the possibility of fitting air conditioning to the class. The same model air conditioner as fitted to the 830 Class was installed in the middle of the cab roof. Four CL Class units were so fitted (refer table). This modification was not as successful as first thought and all were subsequently removed, relegating them to second units on most rosters north of Port Augusta.

In an experiment to limit the need to refuel locomotives en route, CL6 & CL12 were fitted with fuel transfer piping and jumpers. These two units were used back-to-back with a modified tank car ATEL 409 spliced in the middle, with the tank car equipped with

Road No	Builders No	In Service Date	A	B	C	D	E	F	G	H	J	K	Date Delivered to MKA	
CL1-N	69-693	9 Feb 1970	•	•				•	•				31 Jul 1993	CL1-N
CL2-W	70-694	9 Mar 1970											16 Sep 1992	CL2-W
CL3-X	70-695	20 Apr 1970											19 Jul 1993	CL3-X
CL4-R	70-696	22 May 1970		•	•								19 Jul 1993	CL4-R
CL5-D	70-697	16 Jul 1970	•					•	•				26 Oct 1992	CL5-D
CL6-M	70-734	9 Nov 1970		•				•	•	•	•		7 Dec 1992	CL6-M
CL7-V	70-735	26 Nov 1970											12 Oct 1992	CL7-V
CL8-H	70-736	15 Jan 1971	•	•				•				•	Sep 1993	CL8-H
CL9-Q	70-737	18 Mar 1971	•									•	13 Jan 1993	CL9-Q
CL10-M	70-738	23 Apr 1971	•				•					•	11 Sep 1993	CL10-M
CL11-V	70-739	10 Jun 1971	•	•								•	12 Sep 1992	CL11-V
CL12-H	71-698	6 Jul 1971	•		•		•	•		•		•	9 Nov 1992	CL12-H
CL13-Q	71-699	12 Aug 1971	•		•			•	•			•	29 Jan 1993	CL13-Q
CL14-C	71-754	16 Dec 1971			•		•	•	•				21 Jun 1993	CL14-C
CL15-L	71-755	21 Jan 1972			•		•						24 Jun 1993	CL15-L
CL16-U	72-756	1 Mar 1972	•		•		•	•	•				28 Dec 1992	CL16-U
CL17-G	72-757	16 Jun 1972			•			•					2 Feb 1993	CL17-G

### Features

- A Re-lettered Australian National Railways
- B Re-liveried AN (grey roof)
- C Re-liveried AN (green roof)
- D Yellow bogies
- E Black bogies
- F MU covers removed from "A" End
- G Air conditioning fitted to cab roof
- H Fuel tender receptacles
- J Cover over No. 2 intake in mansard section roof
- K Fuel tank cut outs at both the "A" & "B" Ends

through multi-unit jumper cables. In one of the tests, the units were sent to Alice Springs where they were not to be refuelled, and on their return trip they ran out of fuel due to a puncture. The fuel system couldn't recognise the difference between actual usage and a puncture. The experiments at the time were deemed unsuccessful however these units retained the refuelling equipment until rebuilding.

In 1992, Australian National issued expressions of interest in rebuilding the fleet of AL and CL class locomotives with Morrison-Knudsen Australia being awarded the rebuild contract. The first CL class, CL11 arrived at MKA's Whyalla plant on 12 September 1992 with the last unit CL8 arriving in September 1993, thus ending one era and starting another, which continues today.

*With thanks to Stewart Anderson,  
Jim Bisdee and Brian Pycock*

CL class	
Specifications	Imperial (Metric)
Road numbers	CL1 - CL17
Model number	AT26C
Length over couplers	67'3" (20497.8mm)
Length over headstocks	64'5" (19634.2mm)
Bogie pin centres	41' (12496.8mm)
Body height from rail	13'5½" (4102.1mm)
Width over body	9'8½" (2959.1mm)
Bogie wheel base	12'6" (3810mm)
Wheel diameter	40" (1016mm)
Mass	126 tons (128 tonnes)
Nominal axle load	21 tons (21.3 tonnes)
Fuel capacity	2500 gal (11365 litres)
Coolant capacity	246 gal (1118 litres)
Lube oil capacity	202 gal (918 litres)
Sand capacity	12ft³ (0.34m³)
Engine model	EMD 16-645E3
Engine power	
Gross	3300hp (2460kW)
Traction	3000hp (2237kW)
Engine RPM (min/max)	315/900
Bogies	Flexicoil Bradford Kendall
Main alternator	AR10/A4-D14
Companion alternator	D14
Traction motors x 6	EMD-D77
Air compressor	Gardner Denver 2 stage WBG
Brake system	
Air	Westinghouse 26L
Dynamic	Fitted
Gear ratio	58:19
Maximum speed	96mph (154km/h)
Tractive effort/starting	98696lbf (439kN)
Tractive effort/continuous	60634lbf @ 14.9mph (270kN @ 24 km/h)



- Standing in an unfamiliar location, CL3 prepares to couple up to EVD1513 acting as dynamometer car at Lithgow
- Yard Box prior to running up to the western end of Lithgow station to relieve the incoming 46 class electrics on
- the Indian Pacific on Thursday 21 February 1974.
- Photo by Brian Pycock



- Standing at the ground level platform at Kalgoorlie whilst the train is watered which allows the passengers to take a stroll, CL2 awaits departure for
- Port Pirie with the Indian Pacific on Saturday 24 May 1975.
- Photo by Greg Dixon



- Rolling into Tassie St. Yard with 23 goods from Port Pirie on Monday 18 October 1976, CL17 *William McMahon* passes CL11 and CL5 awaiting departure
- with 72 goods to Port Pirie.
- Photo by Barry Marshall



- Arriving into Spencer Junction, CL2 hauls the first trainload of livestock from Kulgera on the newly opened standard gauge line seen here on Tuesday
- 5 February 1980.
- Photo by Peter Watts



: Having just rolled out of Port Augusta workshops after repaint, CL8 working a Whyalla-bound goods slows as the driver's assistant picks up the train  
 : order from the signalman at Spencer Junction on Tuesday 5 August 1980.  
 : Photo by Chris Elliott



: Working hard upgrade towards Yorkey's Crossing, CL10 leads an immaculate AL18 *Malcolm Fraser* as they haul a westbound goods to Kalgoorlie on  
 : Saturday 1 November 1980.  
 : Photo by Peter Watts



: Rattling across a low bridge near Yongala, CL8 and GM45 work 72 goods from Port Pirie to Peterborough on  
 : Thursday 11 February 1982.  
 : Photo by Peter Watts



: As dawn breaks over Heavitree Gap on the outskirts of Alice Springs, CL6 and a GM work southward with 86 goods to Adelaide during July 1984.  
 : Photo by John Kirk



- In lovely evening light, CL4 and CL17 *William McMahon* haul a Port Pirie – Port Augusta goods on Tuesday 2
- November 1976 seen here near Port Germein.
- Photo by Alan Holding



- Arriving into Stirling North with 1300 Broken Hill goods, CL14 *Charlie Jones* passes a forest of semaphore signals on Tuesday 14 May 1985.
- Photo by Stewart Anderson



: As a nasty thunderstorm rolls in from the west, the multi-coloured lashup of CL1 *John Gorton*, GM12, 869, 701 and 605 work an eastbound goods to  
 : Broken Hill as they approach Dowd's Hill near Peterborough on Sunday 15 May 1983.  
 : Photo by Greg Sweeney



: Standing on the mainline at Pimba, the unusual combination of CL5, CL10 and CL1 *John Gorton* haul 3361 Alice Springs goods on Wednesday 22 May 1985.  
 : Photo by Dale G. Holmes



: Awaiting a 2000hrs departure on Thursday 21 March 1985 in Alice Springs yard, CL10 and GM26 lead 5338 goods, its destination Adelaide.  
 : Photo by Greg Sweeney



: Dropping downgrade near the site of Huddleston, CL12, 607 and GM46 haul a lengthy 6169 Broken Hill-Kalgoorlie goods on Friday 20 November 1987.  
 : Photo by Late Gordon Harbour



: Just on sunset near the foothills of the Flinders Ranges, CL5 and GM44 work 3245 empty coal northwards to the  
 : Leigh Creek coalfield seen here near Beltana on Tuesday 30 August 1988.  
 : Photo by Greg Sweeney



: Making an interesting sight in the Perth suburb of Hazelmere CL17 William McMahon and CL13 haul a special working towing 3801 to Perth Terminal on  
 : Monday 16 May 1988. With no turning facilities in Perth Terminal the 38 had to be hauled tender first. 3801 would depart Perth on this day back to the east.  
 : Photo by Phil Melling



- About to enter West Kalgoorlie yard on the morning of Tuesday 9 August 1988, CL4 and L256 combine to haul
- 2025 goods from Forrestfield during a period of through-working.
- Both photos by William Arkell



- Rolling through the low scrub near the locality of Binduli just west of Kalgoorlie, CL9 Gough Whitlam and CL10 work 2029 Forrestfield-Kalgoorlie goods
- on Tuesday 9 August 1988.



: Roaring under the Highway One overpass north of Port Germein, CL7, CL6 and GM23 haul 7243 Westliner on Saturday 8 November 1986 with its  
 : premium loading due in Perth before daybreak on Monday.

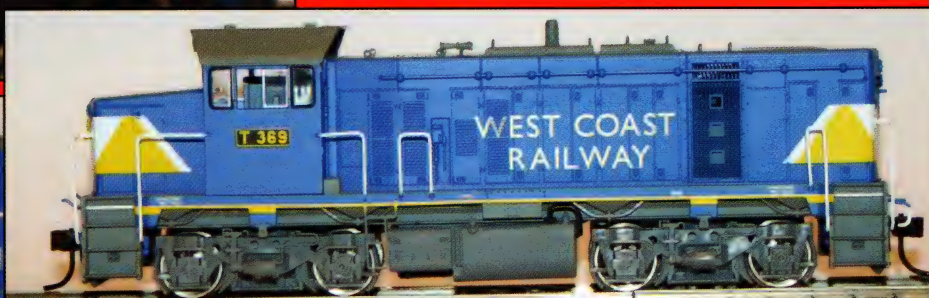


: As the noise reverberates off the surrounding sandhills, CL10, GM39, GM35 and GM18 haul 5169 Broken Hill-Kalgoorlie goods away from Spencer  
 : Junction towards Yorkey's Crossing on Thursday 19 November 1987.  
 : Both photos by Stewart Anderson

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**SSR**  
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# Cullerin Range NSW

By Jason Ferguson

**T**he Cullerin Range is located between Goulburn and Gunning in the Southern Tablelands of NSW. The Main South railway line between Sydney and Melbourne reaches its highest elevation of 720 metres above sea level at this location. A climb from both directions leads to the highest point at Sullivan's Bridge. A 6km climb exists from the east to the top of the range and a 12km climb from Fish River up a more or less continuous 1 in 75 grade exists from the west.

The curvaceous path taken by the main line lends itself to great train photography.

The purpose of this article is to showcase some of the best locations that exist in the Cullerin Range for taking photos of trains, together with details of the best times for using each location (made on the assumption that the sun is shining).

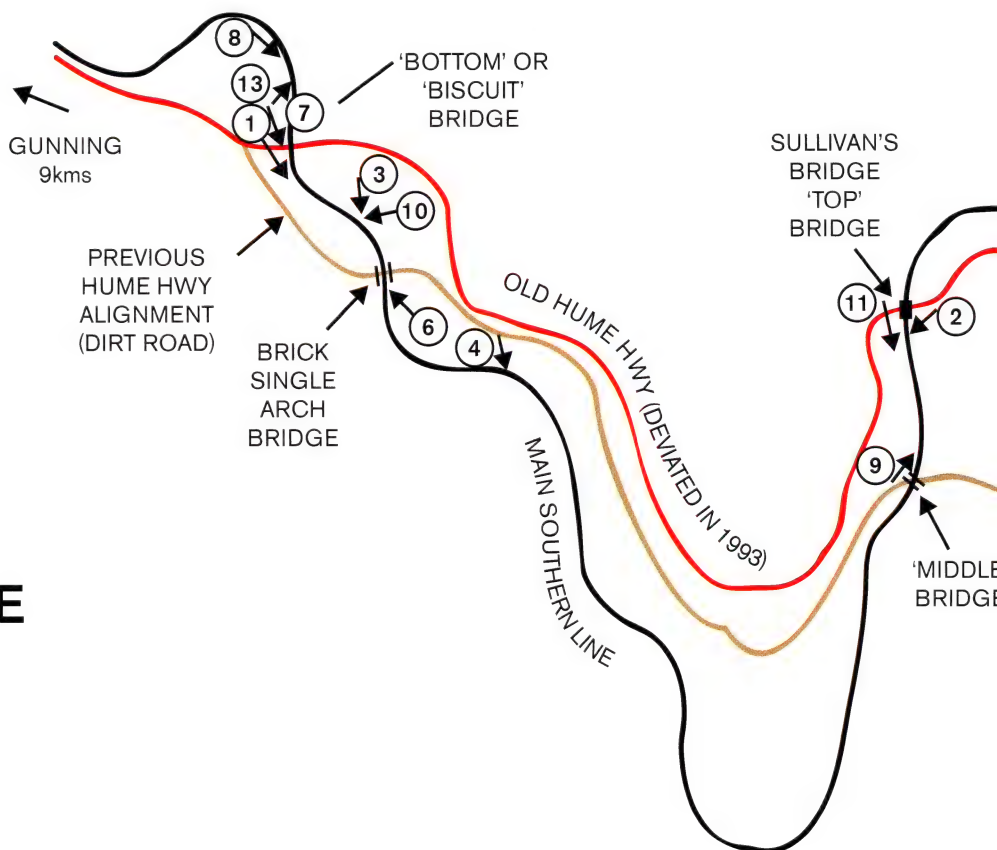
Five to ten assorted services generally operate over this section of track each day in daylight hours.

The line is double tracked and generally sees interstate container and steel traffic travelling between all states on the defined interstate standard gauge network. Other traffic carried includes export & domestic grain together with the transport of ore in 'half height' containers. Seasonal intrastate container traffic can include containerised grain and much less occasionally these days fertiliser. CountryLink XPT passenger trains travel over the line twice in each direction daily, while a CountryLink service operates over the line from Sydney to Griffith and return each weekend. Pacific National, QRNational, CountryLink and South Spur Rail Services all currently run regular services on this track. Independent Railways

of Australia, El Zorro and Southern Shorthaul Railroad operate ad-hoc services over the line.

By motor vehicle, it is around a 2.25 hour drive from the centre of Sydney to the Cullerin Range via motorway/freeway. Vantage points of the railway are easily accessed by the now very lightly trafficked Old Hume Highway (which was bypassed to the south by a dual carriageway in 1993).

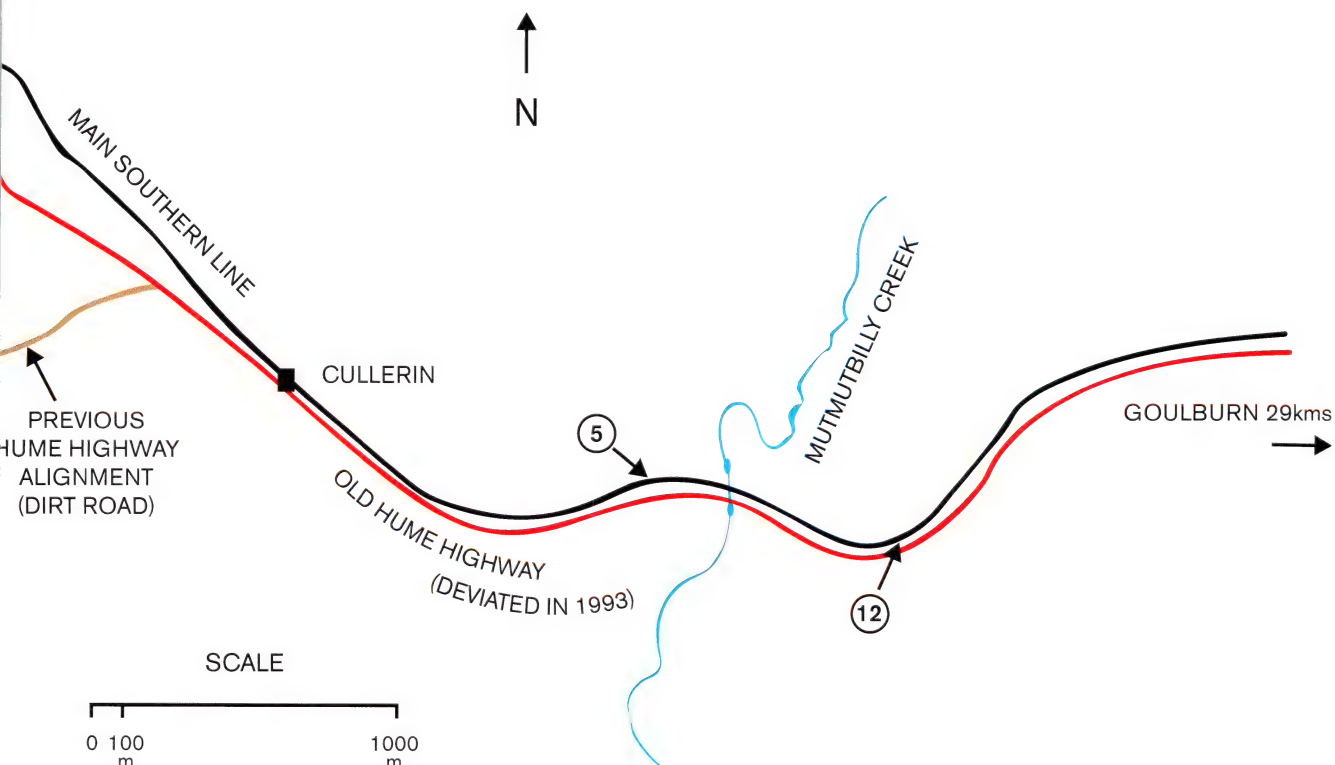
The map below details the railway line and the location of roads in the area. The numbers in circles correspond to the photo locations in the article and signify roughly where the photographer was standing and the direction being faced when taking the photo. In relation to terminology, Down trains are defined as trains travelling away from Sydney, Up trains are defined as trains travelling towards Sydney.



## CULLERIN RANGE



: LOCATION 1 - On Anzac Day 2010, a lengthy QRL National 7BM7 Freight from Brisbane to Melbourne drops down towards 'Biscuit Bridge' on the western side  
 : of the Cullerin Range behind LDP003 and LDP004. In 2009, 15 wind towers were constructed at the top of the range. During the same year, a railway pole  
 : line with unsightly wires was removed from the Down side of this section of track creating a new clear photo site. The photographer is standing on top of  
 : the embankment on the northern side of the Old Hume Highway and this location is best suited to a Down train later on Autumn or Spring afternoons.  
 : Photo by Jason Ferguson





: LOCATION 2 – With only one month or so remaining in government railway service prior to withdrawal, Freight Rail locomotives 4485 and 4521 are  
 : approaching the top of the climb from Fish River with 2W88 Grain on Saturday 23 April 1994. This photo was taken standing on Sullivan's Bridge and is  
 : ideal for an Up train on an Autumn, Winter or Spring morning.  
 : Photo by Jason Ferguson



: LOCATION 3 – Dropping down over the brick arch bridge over one of the earliest Hume Highway alignments, Candy liveried 8174 leads Freight Rail blue  
 : painted 42201 on Saturday 19 August 1995 with 6NM1 Freight originating in Newcastle and destined for Melbourne. This location best suits a morning  
 : Down train in Autumn, Winter and Spring.  
 : Photo by Jason Ferguson



: LOCATION 4 – On a crystal clear Saturday 7 June 1997, the one-off working of FreightCorp blue liveried 42206 on SL15 Pass from Sydney to Griffith  
 : is in dynamic brake as it rolls downhill on the western side of the range. This location is ideal in the couple of hours leading up to lunchtime on a  
 : Winter's day for a train operating in the Down direction.  
 : Photo by Jason Ferguson



: LOCATION 5 – Easter 1994 was great for a procession of grain trains on the Main South. On Easter Saturday, 2 April 1994, 2W35 Empty Grain with 4458  
 : and 4467 in the lead are about one quarter of the way up their climb of the eastern side of the Cullerin Range near Mutmutbilly Creek. A friendly crew  
 : had re-marshalled the locomotives in Goulburn so that they were both facing nose ahead on departure rather than back-to-back. This location best  
 : suits a Down train on an Autumn or Spring afternoon.  
 : Photo by Jason Ferguson



: LOCATION 6 – SCT liveried G533 and G511 leads ARG painted CLF1 up the western side of the Cullerin Range with QRNational's 7MB7 Freight from  
 : Melbourne to Brisbane on Sunday 4 January 2009. This location ideally suits an Up train in the first few hours of a Summer's morning.  
 : Photo by Jason Ferguson



: LOCATION 7 – An El Zorro empty grain train, numbered 9397, rolls under 'Biscuit Bridge' at the western end of the Cullerin Range on Saturday 21  
 : March 2009 behind leased CFCLA locos EL61, VL351, EL57 and T373. 'Biscuit Bridge' is so colloquially named due to an Arnotts Biscuits logo which  
 : was painted on the side of an old brick bridge which carried the Hume Highway over the railway line here until it was replaced with a concrete  
 : structure in 1981. This spot is best for a Down train later in the day in Autumn, Winter and Spring.  
 : Photo by Graham Cotterall



: LOCATION 8 – The relatively rare combination of Pacific National's L270 leading 8174 and 8157 continues down around an inside curve on the western  
 : side of the range with 9825 Empty Grain service from Inner Harbour near Port Kembla to the western region on Saturday 21 January 2009. This position  
 : best suits a Down service later on a Summer's afternoon.  
 : Photo by Graham Cotterall



: LOCATION 9 – At the 'Middle Bridge' following successfully reaching the top of the climb of the Cullerin Range from the east, QRNational  
 : locomotives X53 and freshly repainted G534 drop downgrade with 1SM9 Sydney to Melbourne freight on Sunday 17 February 2008. This spot is ideal  
 : on a Summer's afternoon, or very late on an Autumn or Spring day for a Down train.  
 : Photo by Jason Ferguson



: LOCATION 10 – The impressive quad bulldog combination of GM37, GM34, GM32 and GM38 leads Lachlan Valley Rail Freight’s 8162 Containerised  
 : Grain service from western NSW to Port Botany climbing up the Cullerin Range on Saturday 22 April 2006. March through to October in the morning  
 : with an Up train will produce the best photographic results in this location.  
 : Photo by Graham Cotterall



: LOCATION 11 – Making a striking appearance with a whole train painted in the latest CountryLink livery, ST24 XPT from Melbourne to Sydney, led by  
 : power car XP2010, is about to pass under Sullivan’s Bridge at the top of the climb from Fish River on Sunday 17 February 2008. This location suits  
 : an Up train in the afternoon of most of the year. Photo by Jason Ferguson



: LOCATION 12 – QRL's 7BM7 Freight from Brisbane to Melbourne with LDP002, LDP006, LDP008, LDP005 and AC4302 commences its 6km climb  
 : of the eastern side of the Cullerin Range on Sunday 6 September 2009. ARG's United Group built AC4302 was on its delivery run from NSW to WA. This  
 : spot ideally suits shooting Down trains with a 135mm lens (or larger) on an Autumn or Spring afternoon.  
 : Photo by Jason Ferguson



: LOCATION 13 – Pacific National's X51, 8050 and X52 climb the western side of the Cullerin Range with 3128 Empty Fuel train from Bomen to Clyde in  
 : Sydney on Saturday 5 December 2009. This train ceased operating two weeks later, and fuel is no longer carried by rail in NSW. This location is best for  
 : an Up service late on a Summer's afternoon.  
 : Photo by Graham Cotterall

# Tasmania Update

Launched on 1 December 2009; Tasmanian Railway, a state-owned enterprise took over the operations of Pacific National Tasmania after the system had been in private hands since 1997.

Here we present the current schedules for trains operating throughout Tasmania for the benefit of photographers.

EASTBOUND / SOUTHBOUND MAINLINE								
Running Times Between Stations	Km	Stations	31 Mo-Sa	35 Su-Sa	45 Sun	47 Tue	47 Wed	47 Fri
minutes	177.7	BURNIE	8:11	20:28			16:00	
85	W						Westbank	
	129.5	DEVONPORT	9:41	21:58			17:37	
30	W		9:55	22:12			17:44	
	108.6	RAILTON	10:25	22:42			18:14	
55	W		10:35	22:52		0:10	18:24	0:10
	72.5	DELORAINÉ	11:30	23:47		1:10	19:19	1:10
30	W		12:00			1:40	19:49	1:40
	50.8	HAGLEY	12:30	0:17		2:10	20:19	2:10
50 HAG-WEJ	W			0:47				
	0	EAST TAMAR			23:10			
30	W							
	199.2	WESTERN JCT	13:20	1:37	23:40	3:00	21:09	3:00
30	S		13:35	1:52	23:53	3:15	21:24	3:15
	0	EAST TAMAR						3:45
50 WEJ-CJN	W							Fri
	161.1	CONARA JCT	14:25	2:42	0:43	4:05	22:14	
50	S		14:43	3:04	5:00	5:00	5:00	
	122.1	TUNBRIDGE	15:33	3:54	to FGL Mon	to FGL Tue	to FGL Thu	
50	S							
	88.3	PARATTAH	16:23	4:44				
45	S							
	62.6	COLEBROOK	17:08	5:29				
60	S			5:59				
	32.7	TEA TREE	18:08					
15	S		18:53	6:59				
	24.5	ROGERVILLE	19:08	7:14				
5	S		19:13	0:05				
	21.5	BRIDGEWATER JCT	19:19	0:14				
40 BRW-HOB	0	HOBART		0:54				
20 BRW-BYE	14	BOYER	19:39	Su-Mo				

NORTHBOUND / WESTBOUND MAINLINE						
Running Times Between Stations	Km	Stations	32 Sun-Fri	36 Sun-Sat	46 Mon. Thu	46 Tue
minutes	14	BOYER	17:35			
20 BYE-BRW	D					
	0	HOBART		3:00		
40 HOB-BRW	S					
	21.5	BRIDGEWATER JCT	17:55	3:40		
5	S		18:01	3:49		
	24.5	ROGERVILLE	18:06	3:54		
15	S					
	32.7	TEA TREE	18:21	4:09		
60	S		18:51			
	62.6	COLEBROOK	19:51	5:09		
45	S			5:59		
	88.3	PARATTAH	20:36	6:44		
50	S					
	122.1	TUNBRIDGE	21:26	7:34	ex FGL	ex FGL
50	S					
	161.1	CONARA JCT	22:16	8:24		
50 CJN-WEJ	S		22:38	8:39	14:45	12:18
	0	EAST TAMAR				
30	W					
	199.2	WESTERN JCT	23:28	9:29	15:35	13:08
30	S		23:43	10:09	15:50	13:23
	0	EAST TAMAR				
50 WEJ-HAG	W					
	50.8	HAGLEY	0:33	10:59		
30	W		1:03		16:40	14:13
	72.5	DELORAINÉ		11:29	17:10	14:43
55 (60 loaded coal)	W			11:59	17:40	
	108.6	RAILTON	2:28	12:54	18:40	15:43
30	W		2:38	13:04		16:55
	129.5	DEVONPORT	3:08	13:34		17:25
90	W		3:22	13:48		17:39
	177.7	BURNIE	4:52	15:18		19:09
	W		Mon			



• With the tide well and truly in on the Leven  
 • River, DQ2010, DQ2007, MKA2133 and  
 • DQ2006 pass over it whilst hauling 531 goods  
 • from Burnie to Boyer in the state's south on  
 • Thursday 25 March 2010.  
 • Photo by Steve Bromley

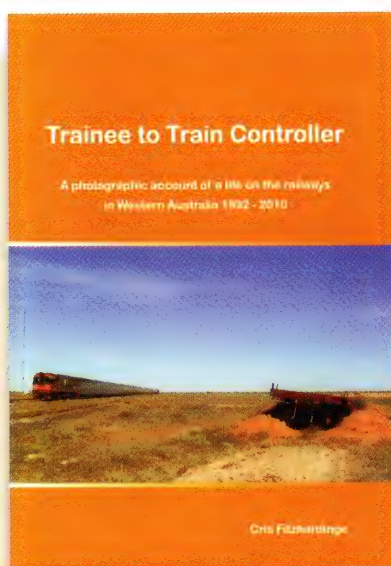
READ DOWN				READ UP			
64		DERWENT VALLEY				67	
Mon-Fri		km		km		Mon-Fri	
14:30	Dep	0.0	S	HOBART	S	Arr	22:10
15:10	Arr	21.5		BRIDGEWATER	0.0	Dep	21:30
15:20	Dep		S	JCT	D	Arr	21:20
15:40	Arr	14.0	S	BOYER	14.0	Dep	21:00
					S		

READ DOWN				READ UP			
71		MELBA				72	
Mon-Sat		Mon-Fri		km		Mon-Sat	
4:40		15:45	Dep	0.0	M	Arr	14:00
			Arr	16.7	M	Dep	13:30
5:10		16:15	Dep	70.5	M	Arr	11:40
6:40		17:45	Arr	108.5	M	Dep	10:20
8:00		19:05	Dep	130.0	M	Arr	22:00
		19:10	Arr			Dep	21:55
		20:00	Arr			Dep	20:55

READ DOWN				READ UP			
47		FINGAL				46	
M T Th		km		km		T M Th	
5:00	Arr	0.0	F	CONARA JCT	0.0	Dep	12:05
6:20	Arr	53.9	F	FINGAL	53.9	Dep	10:30
					F		14:05



• Hugging the Bass Strait west of Penguin,  
 • 536 goods from Hobart is hauled by  
 • DQ2012, MKA2131 and D2020 on Thursday  
 • 25 March 2010.  
 • Photo by Steve Bromley



**By William Arkell**

Just over a decade ago, West Aussie railfan Simon Barber produced a book called 'Changing before our eyes' covering the government rail system of Western Australia. Cris Fitzhardinge's book covers similar ground but also tells the story of one man's career 'on the rails'.

## Trainee to Train Controller

A photographic account of a life on the railways in Western Australia 1992 – 2010 – by Cris Fitzhardinge

The author recounts his early interest in trains through his time on the footplate up until his current role as a train controller, spanning the period 1992 – 2010.

The book is full of interest from start to finish, covering the various depots the author worked at showing mostly normal everyday workings with a few unusual events included.

Whilst the majority of shots are three quarter 'wedgies' they show plenty of background detail of facilities no longer in use.

Photo reproduction is very good- even the handful of grubby weather shots have come up nicely.

The human element hasn't been forgotten either with such scenes as crews relaxing at the barracks at the lonely outpost of Cook, or a crew change out on the track.

There is also a view of the interior of a relay van, showing the creature comforts

provided for train crews on their long treks across the Nullabor Plain.

I particularly liked the archaeology chapter showing remains of long closed branch lines throughout the state. I think most of us keep an eye out for relics of the good old days during our travels around the country.

The captions are well written, pointing out items of interest without being boring or long winded, and the book is printed on good quality paper.

The book finishes with chapters on rail preservation in Western Australia and a quick snapshot of the rail scene in the eastern states during the author's visits on holidays.

Summing up, I enjoyed reading this book as it highlights some of the changes to the rail scene even over the last few years. Anyone with an interest in the railways of Western Australia will enjoy it too.

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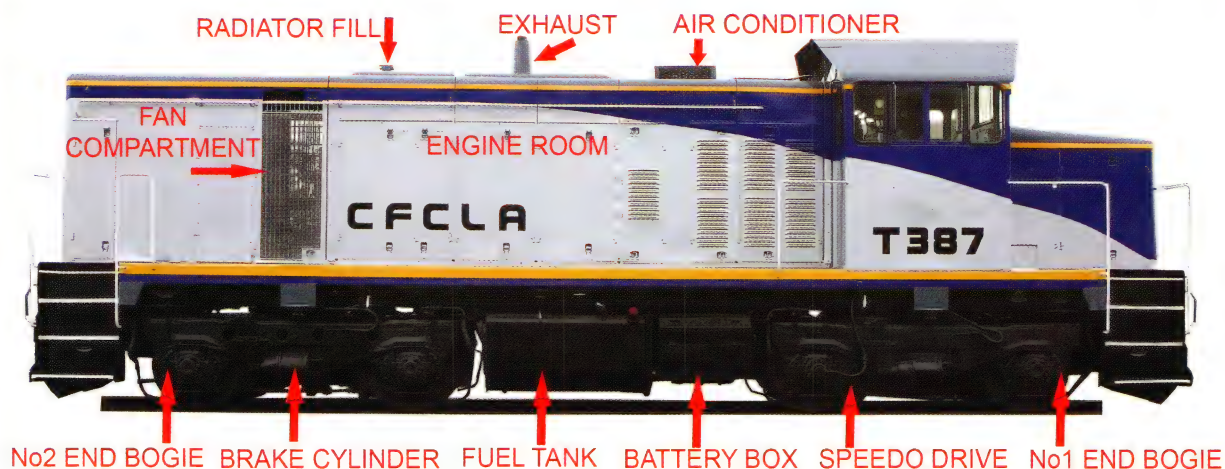


# T class

## Series 4

### Vital Statistics

No. in Class:	T367-T398
Length:	13.39m
Width:	2.87m
Height:	4.25m
Weight:	69 tonnes
Built by Clyde Eng	1964-66
Fuel Oil:	3410 litres
Lubricating Oil:	491 litres
Cooling Water:	605 litres
Tractive Effort – continuous:	135kN
Maximum Speed:	100 km/h
Engine:	GM 8/567CR
Rated Power:	708 KW
Cylinders:	8
Engine Speed:	275 – 835 rpm
Main Generator:	EMD D25E
Voltage:	74 Volts
Traction Motors:	4 x EMD D29
Gear Ratio:	63 : 14



# FPPY 'Piggy Back' Flat Wagon

*Text and images by Chris Jones*

<b>Class:</b>	FPPY	<b>Owner:</b>	Asia Pacific Transport
<b>Type:</b>	Articulated Piggy Back	<b>Build Date:</b>	1994
<b>Number in Class:</b>	22	<b>Modified Date:</b>	2005
<b>Number Series:</b>	7300-7321	<b>Length:</b>	36.1m
<b>Previous Class:</b>	BCOL (US Code)	<b>Tare:</b>	39.8t
<b>Bogie Type:</b>	Class E, 70t. Class F, 100t	<b>Gross:</b>	138.0t

## History

Constructed in 1994 by National Steel Car, Hamilton (Canada), 55 articulated flat wagons were supplied to BC Rail (Formerly British Columbia Railway) to operate throughout Northern America. Each wagon comprised of two platforms, capable of carrying a 53ft container or trailer per platform.

These 55 wagons were coded BCOL 7300 to BCOL 7354 and were sold in 2005 to Asia Pacific Transport (APT). Freightlink is the operating division of APT, and would ultimately become the operator of these wagons.

The purchase of these wagons allowed an increase in freight to be moved between Adelaide, Alice Springs, and Darwin. These wagons would also allow the introduction of 'Trailer on Flat Car' (TOFC or 'Piggy Back') freight on dedicated wagons.

The 55 wagons were split into two groups when they arrived in Australia. The first 22 being kept as Piggy Back flat wagons (with the twistlocks removed), and the last 33 being converted to container wagons, with new twistlock mounts being welded onto the deck. The Piggy Back wagons were coded FPPY, and the container wagons were coded FQCY. The original wagon numbers were kept.

Piggy Back freight is not new to Australia, but has been on the decline since the demise of AN, and has been minimal in the late 1990s and early 2000s, mainly due to National Rail/Pacific National's push to standard containers and to a lesser extent, Trailerrails.

## Description

The wagons arrived in Australia in BCOL dark green, with BC Rail logos and full AAR markings. These wagons were serviced at Dry Creek, and painted AN green prior to entering service.

The FPPY platforms are approx 56ft each with a short lip on each side of the deck, allowing a standard 45ft trailer to be carried, or a B-Double 'A' trailer with a tri axle dolly. Each platform is fitted with a hitch to secure the trailer, and bridge plates to allow loading and unloading of the trailers using a prime mover or yard tractor.

Many major components on the FPPY wagons are standard to the US, and three Barbar bogies are fitted. The end bogies are 70t Class E type, while the articulated bogie is a 100t Class F type. The wagon has one control valve, managing the air brakes for both platforms. Due to the wagons being built to the US rollingstock outline (Plate B), they are classified as Plate F in Australia, and Freightlink limit their operation to the Adelaide to Darwin corridor.

Brother to the FPPY class, the FQCY container wagons can carry any combination of containers from 2 x 20ft, up to one 53ft container. The deck height of 1136mm doesn't cause any issues on the corridor due to the plate F loading gauge north of Adelaide.

## Operations

Freightlink are the operator of the FPPY wagons, and they are loaded at Pacific National terminals in Adelaide, Alice Springs and Darwin.

The wagons operate exclusively on Freightlink's DA2 and AD1 intermodal services.

To load a trailer, the wagon is placed against a concrete ramp and the trailer is backed onto the wagon using a yard tractor or prime mover. A tri-axle dolly is often used to assist in the loading of the trailers as this may reduce the need for the prime mover to traverse the articulation. Once in place, the hitch is raised and trailer secured. To unload the wagon, the hitch is lowered, the trailer is coupled up to the yard tractor, prime mover or dolly, and simply towed off the wagon. When an A trailer from a B-Double combination is loaded with a tri-axle dolly, the hitch is not required as the trailer and dolly are tied down with chains.

While the FPPY can carry most types of trailer, they are often sighted with fuel tanker trailers travelling between Adelaide, Alice Springs, and Darwin, regularly as a small number of between two and six trailers per train. The fuel products do vary, and include petroleum, diesel, and 'Opal' fuel.

Northfuels, a customer of Freightlink, regularly move fuel tankers on FPPY wagons. The fuel is supplied to remote locations such as mine sites. Often, the load is four trailers, and when combined, makes an AB Quad Road Train which is around 53m long. An AB Quad Road Train comprises of a B-Double plus two standard trailers, each with a tri axle dolly.



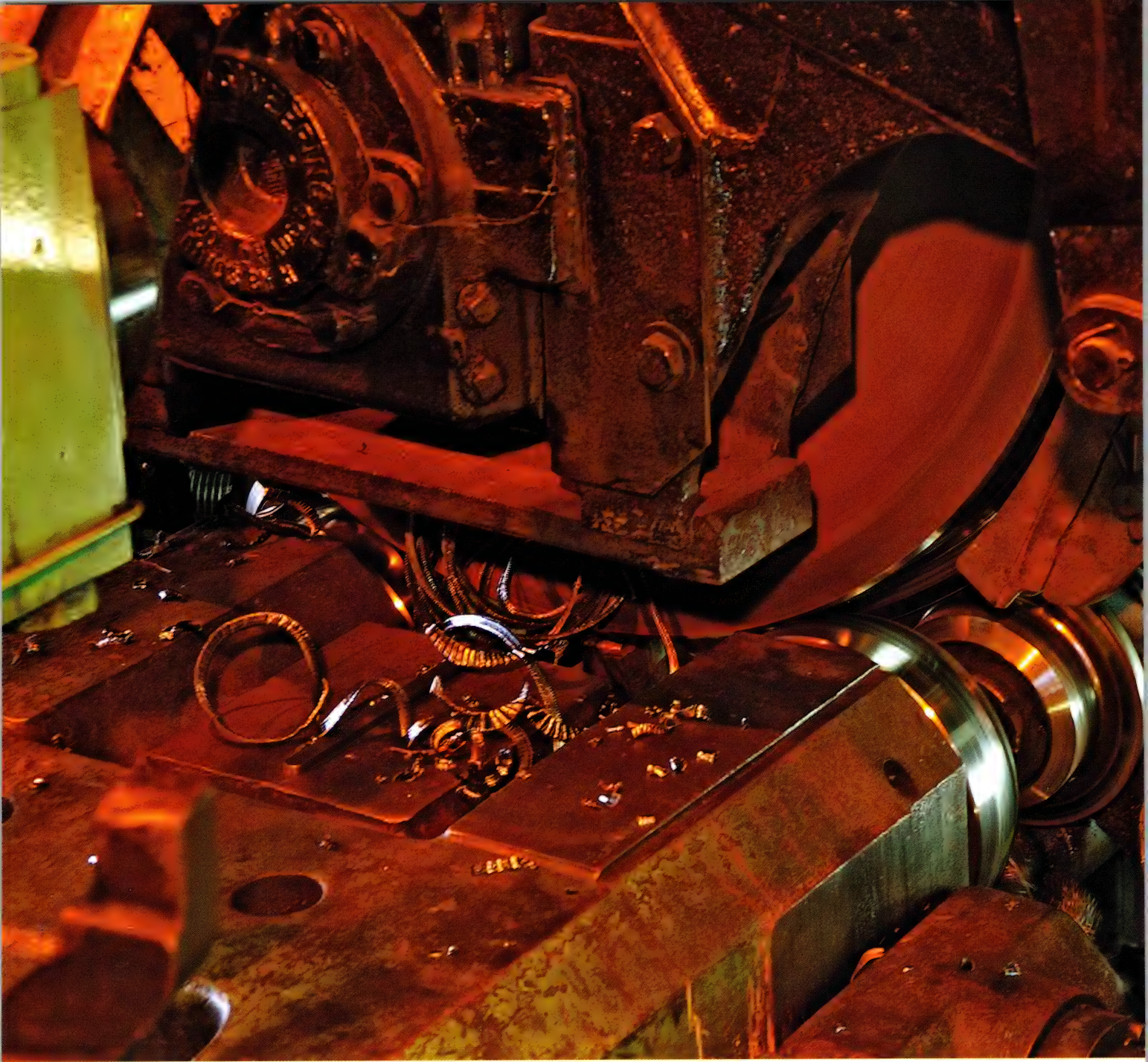
Freightlink's 7AD1 service, north of Port Wakefield, with an AB Quad combination of Northfuels trailers being carried by FPPY 7301 and FPPY 7307. The lead platform is carrying an A trailer from a B Double combination, with a tri axle dolly supporting the trailer, rather than the hitch. Saturday 24 February 2007



FQCY 7342 with two 53ft Toll Car Containers are seen on 6DA2, almost at Coonamia. The FQCY wagons are well utilised to carry 53ft containers, as the 5-pack FQAY wagons can only carry a maximum of 48ft per platform. 25 February 2007



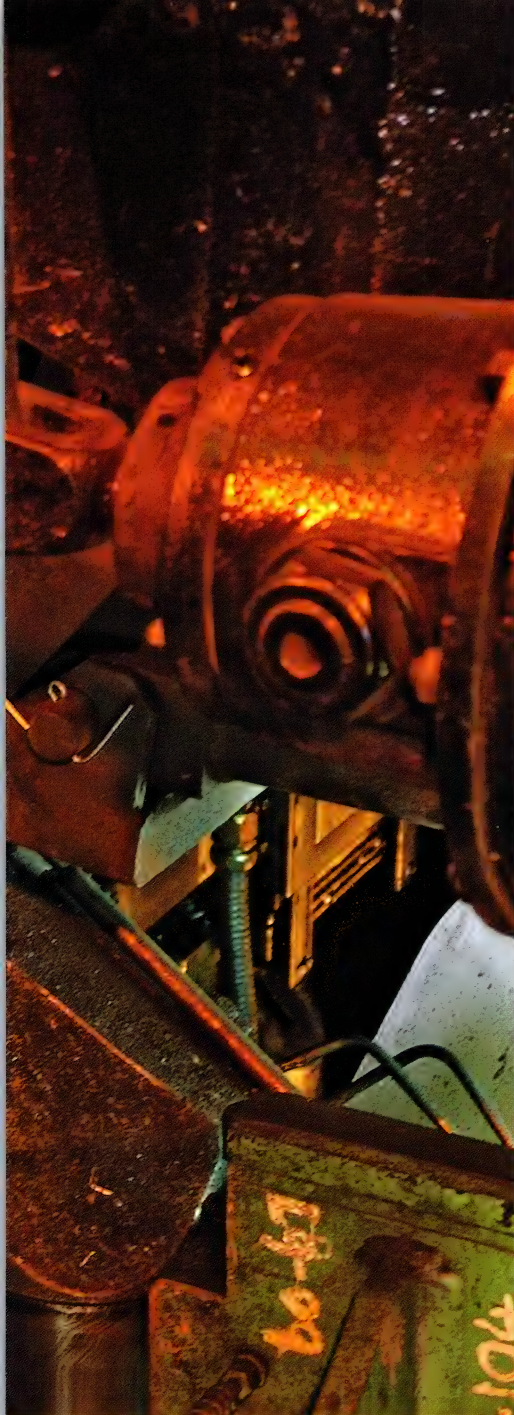
BCOL 7314 sits at Dry Creek in 'original condition' on 25 November 2005. It carries all the AAR markings and was waiting it's turn to go through EDI for servicing, prior to entering revenue service.



*Photo essay by Chris Nuthall*

# **BEHIND THE SCENES**

## **Newport Underfloor Wheel Lathe (UFWL)**



**D**owner EDI Rail is the operator of the only broad gauge (BG) UFWL in Victoria at their Newport facility in Melbourne. Installed by the Public Transport Corporation (PTC) during the mid-1980s, the German-made Hegenscheidt wheel lathe is set up to turn both wheels on one axle at a time – more sophisticated (tandem) wheel lathes are available that can turn two adjacent axles at the same time. The advantage of this type of wheel lathe is that wheelsets do not need to be removed from the bogie, or the bogie from the vehicle, to reprofile or remove flat spots from the wheels. Prior to this, all broad gauge wheelsets required removal from the vehicle and reprofiling in a special Portal lathe, a very time consuming operation.

The Newport UFWL services the whole broad gauge fleet in Victoria and customers range from V/Line Passenger (Locomotives, Carriage sets, Sprinters and V'locities), Metro-Trains Melbourne (Suburban EMUs), Pacific National and El Zorro (Locomotives). An early customer, when the UFWL facility initially opened, was Australian National who made use of the lathe to undertake occasional wheel turning for a small number of Broad Gauge locomotives.

Movement through the lathe is controlled by the lathe operators and is by means of rope and capstan after isolation of the vehicle's brakes. The wheelset is positioned over the lathe and the wheels are then driven on both sides by rotating rollers while the lathe cutting heads are engaged to the tread on the underside of each wheel. Whether the vehicle requires wheel reprofiling for thin flanges, wheel flats or any of a number of other wheel defects, the wheel in the worst condition is usually dealt with first, to determine how much needs to be turned off adjacent wheels to achieve strict tolerances in the difference in wheel diameters between axles in a bogie and between bogies, depending on the type of vehicle. The Newport lathe is also able to reprofile wheel mounted brake discs on the Comeng disc-braked EMUs.

Melbourne also has two standard gauge underfloor wheel lathes – one at the Pacific National/UGL Ltd Spotswood Maintenance Centre, primarily used for the NR Class and one at Yarra Trams Preston Workshops, although the latter is not connected to the mainline rail system!

*With thanks to Downer EDI Rail and Seymour Rail Heritage Centre for their assistance.*



# IN'S AND OUT'S

## NEW LOCOMOTIVES

### **Pacific National (QLD narrow gauge)**

7119 – built by Siemens Germany – delivered 04/05/10

7120 – built by Siemens Germany – delivered 04/05/10

7121 – built by Siemens Germany – delivered 04/05/10

### **Pacific National (standard gauge)**

TT06 – built by EDI Cardiff NSW – delivered 22/03/10

### **QRNational (QLD narrow gauge)**

3835 – built by Siemens Germany – delivered 23/04/10

4131 – built by Downer EDI Maryborough QLD – delivered 10/04/10

4132 – built by Downer EDI Maryborough QLD – delivered 10/04/10

Correction: 3833 delivered 31/01/10, not 30/01/10

3834 delivered 13/03/10, not 03/03/10

4131 delivered 10/04/10, not 17/03/10

### **QRNational (standard gauge)**

6009 – built by UGL Rail Broadmeadow NSW – delivered 15/04/10

6010 – built by UGL Rail Broadmeadow NSW – delivered 15/04/10

### **Whitehaven Coal (standard gauge)**

WH001 – built by Downer EDI Cardiff NSW – trial run 03/05/10

WH002 – built by Downer EDI Cardiff NSW – trial run 03/05/10

## LOCOMOTIVE REBUILDS/ CONVERSIONS

### **Australian Railroad Group**

2819 – recoded to PA2819, ex UGL Bassendean WA converted from standard gauge to narrow gauge; delivered to Forrestfield

27/04/10 – not yet released

### **CFCL Australia**

B76 – conversion from standard gauge to broad gauge for Metro Trains contract, released 01/05/10

### **Coote Industrial Rail**

8026 – renumbered from 80s1 – not yet released

### **QRNational (QLD narrow gauge)**

3274 – to UGL Bohle QLD 15/03/10 for rebuilding into 3756

3281 – to UGL Bohle QLD 06/04/10 for rebuilding into 3757

3221 – to UGL Bohle QLD 24/04/10 for rebuilding into 3758

3544 – to Downer EDI Rail Maryborough 23/04/10 for overhaul and conversion to 3551 class

3546 – to Downer EDI Rail Maryborough 12/02/10 for overhaul and conversion to 3551 class

3745 (ex-3258) – rebuilt by UGL Broadmeadow NSW – delivered 19/03/10

3746 (ex-3283) – rebuilt by UGL Broadmeadow NSW – delivered 02/04/10

3747 (ex-3261) – rebuilt by UGL Broadmeadow NSW – delivered 23/04/10

## LOCOMOTIVE REFURBISHMENTS/ OVERHAULS

### **Australian Railroad Group**

NJ1602 – to Forrestfield for repairs Mar 2010

### **Genesee & Wyoming Australia**

901 – ex EDI Port Augusta to EDI Port Lincoln for repairs 22/04/10

1302 – road transport 05/05/10 Whyalla to EDI Port Augusta for overhaul

ALF21 – ex EDI Port Augusta SA after Component-Change-Out – trial run 05/05/10

### **GrainCorp Rail Operations**

4899 – to Junee Railway Workshop for overhaul 01/11/09

48113 – to Junee Railway Workshop for overhaul 17/01/10

48150 – renumbered 48216 – repainted GrainCorp, light blue and yellow with logo – official handover 15/04/10

48154 – renumbered 48217

– arrived Junee Railway Workshop for overhaul 29/09/09

### **Pacific National (standard gauge)**

48139 – to Junee Railway Workshop for overhaul 19/10/09

X48 – sg to bg bogie change – 21/04/10 – transferred to Downer EDI, Newport for Component Change Out – 22/04/10

### **QRNational (QLD narrow gauge)**

2334D – Component-Change-Out RACS Redbank QLD, released 12/04/10, renumbered from 2334

### **V/Line Pass**

N472 – Component-Change-Out Downer EDI, Newport, released 04/05/10 – not repainted

## LOCOMOTIVE MAJOR WORK

### **Australian Railroad Group**

LZ3117 – currently under major engine overhaul

### **Pacific National**

8103 – to Downer EDI Cardiff – for derailment repairs – Mar 2010

8127 – to Downer EDI Kelso – fire damage [27/03/10] for repairs – 16/04/10

8141 – to Downer EDI Cardiff – for derailment repairs – Mar 2010

8148 – to Downer EDI Kelso – for overhaul and repaint – 16/04/10

NR51 – accident damaged – transferred from UGL Bassendean WA – 21/04/10 – to UGL Spotswood VIC for repairs – arrived 26/04/10

## LOCOMOTIVE REPAINTS

### **Australian Railroad Group**

P2514 – repaint to ARG yellow/maroon livery – released 24/04/10

Q4006 – currently under overhaul & repaint

Q4010 – repaint to ARG yellow/maroon livery – released Apr 2010

Q4013 – repaint to ARG yellow/maroon livery – released 13/02/10

S3309 – overhaul and repaint into ARG yellow/maroon livery – released 16/04/10

#### **Pacific National (standard gauge)**

48144 – repainted into PN blue & yellow livery – released 30/03/10  
8102 – to Adelaide Spray Painters for repaint May 2010  
NR20 – repainted into PN 'stars' livery – released 22/04/10  
NR40 – repainted into PN 'stars' livery – released 19/04/10  
NR57 – repainted into PN 'stars' livery – released 06/04/10  
NR108 – repainted into PN 'stars' livery – released Dec 10

## **LOCOMOTIVE NAMING**

#### **BHP Billiton Iron Ore**

4321 – named "Oroville" – Apr 2010  
4327 – named "Hamersley"  
4329 – named "Pilbara"  
4331 – named "Withnell" – Apr 2010  
4334 – named "Wheelara"

#### **CFCL Australia**

G515 – named "Rising Fast"

## **LOCOMOTIVE SALES/TRANSFERS/ WITHDRAWALS/DISPOSALS**

#### **Australian Railroad Group**

DFZ2406 – transferred from QRN QLD returned to ARG WA – ex Redbank 12/03/10 arrived Forrestfield WA 19/03/10  
DFZ2407 – transferred from QRN QLD returned to ARG WA – ex Redbank 22/03/10 arrived Forrestfield WA 29/03/10 – released arrived Nangula, Geraldton 05/05/10

**Correction: DFZ2407 – returned to Redbank QLD – 05/03/10, not 04/03/10**

#### **CFCL Australia**

G511 – purchased from SCT Logistics  
G512 – purchased from SCT Logistics

#### **GrainCorp Rail Operations**

4846, 4859, 4864, 4872, 4878, and 4884 – purchased from Pacific National

#### **Independent Railways of Australia**

4483 – transferred Lithgow to Cooks River, Sydney – 31/03/10  
1441 – scrapped at Bradken, Braemar – end Apr 2010  
1444 – scrapped at Bradken, Braemar – end Apr 2010

#### **Pacific National**

4846, 4859, 4864, 4872, 4878, and 4884 sold to GrainCorp

## **LOCOMOTIVES TO/FROM STORAGE**

#### **Australian Railroad Group**

DC2213 – to workshop shunter Forrestfield

#### **BHP Billiton Iron Ore**

Currently stored: 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3088, 3090 and 3092



- After being damaged whilst enroute to Australia
- from Denmark several years ago, MZ1441 and
- MZ1444 were finally scrapped on Wednesday
- 28 April 2010 at Bradken's Braemar works.
- Photo by Greg Fitzgibbins

#### **CFCL Australia**

TL152 – to Islington workshops for storage 21/04/10

#### **Genesee & Wyoming Australia**

846 – ex storage Dry Creek MC – returned to service 08/04/10 on standard gauge – transferred to Whyalla and narrow gauge 19/04/10

#### **Pacific National**

8004 – to storage Narrabri – 12/02/10  
A79 – released from storage – South Dynon – Mar 2010  
T402 – released from storage – South Dynon – 09/04/10

#### **Rio Tinto Iron Ore**

Currently stored: 5051, 5052, 9414, 9417, 9420, 9421, 9423, 9424, and 9425

**Updated: 10 May 2010, by Tony Burgess**



- Lazing away at Pacific National's Werris Creek depot;
- 48144, the first 48 class in the new livery awaits it's
- next turn of duty on Tuesday 4 May 2010.
- Photo by Paul Vanderstelt

# New South Wales



• Making a classic sight, C510, C509 and C505 haul CA18 coal from Clarence Colliery to Port Kembla past Spaniard's Hill on the Main South on Friday 2 April 2010 after being diverted by trackwork on its normal route via the Illawarra line.  
• Photo by Steve Hall

## METROPOLITAN REPORT

The only Mk1 X Class unit still running, X36 arrived at Clyde on 4124 from Morandoo with 8155 on 10 March, later returning to Morandoo with 8145 on 1423 that night. DL42 was returned to Southern coal duties after arriving at Pt Kembla on 3XW4 from Melbourne the next day with NR111 & NR86. The 2/NR Class locos had earlier replaced NR27 & NR60 at Chullora.

LVR's 4204 went for a run on 12 March on M331 to Lithgow which departed Chullora as 44206/ GM22/ GM27/ train/ GM10/ 4204. There was plenty of activity in the Lawson area the next day with 1438/ 1443/ train/ 1445 noted at Bullaburra working M363, 8037/ 1435/ 1428 working M355, KL82/ T363 working M341 ex Clyde & GL105/ 1434 working M353. After being earlier divided at Lawson, M821 was noted as 8161/ train/ 8158 whilst M823 was worked by 8123. The all ex Freight Australia combination of G516/ X53/ X54 worked No's 1251/ 2154 from Yennora to Glenlee & return on 14 March.

Due to a PN derailment at Whittingham on 14 March Coote returned the Cotton container rake from Broadmeadow to Cooks River as 4146 behind RL302/ 48s28/ 8037 the following day. After loading, the train departed for Auscott's near Warren as 1841 that afternoon. On 16 March CLF7 (dead) was attached to Melbourne bound 2BM7 (LDP's 002, 005 & 008) at Glenlee. Also due to the above derailment, 5938 from Gunnedah didn't arrive at Clyde behind 8110/ X50/ X47 until around midday, before departing for Nowra that evening after the locos had run around the train.

On 17 March T182 from Sandown to Botany was worked by 4906/ 4887/ 4898 whilst T253 from Botany to Minto ran as 4497/ train/ 4717. Also on this day 442s1/ 48s32/ 48s28/ 8037 arrived at Botany working No.8142 from Auscott's before later heading for Moree working 1541 goods.

There was a cavalcade of Work trains noted climbing the grades to Hornsby late on 19 March & early the next morning. The trains,

in order, were: 4473 on M801 to Sulphide Jct, 1445/ 1438/ train/ GL107 as M841 to Gosford, 442s5/ RL304/ C502 on M861 to Gosford, 8127/ 8165 on M821 to Hawkesbury River, T381/ T363 on M851 to Hawkesbury River, B61/ B65/ train/ GM10/ S317 as M853 to Hornsby, G513 on M845 to Hornsby, GM27/ GM22 on M823 to Hornsby, 8116 on M803 to Hornsby & 8123/ train/ X46/ 8143 as the late running M843 to Hawkesbury River.

Rail set no.6 was unloaded from T243 (S317/ GM10) from Chullora at Hornsby on 24 March. Earlier that morning GL106/ VL355/ VL356 working 5112 from Narrabri West experienced difficulties on Cowan bank. EL62/ S300/ GL110 were detached from 1411 Botany to Carrington at Gosford to return light engine to the failed train & bank it to Cowan.

A test was conducted using 3 X Class locos on 24 March after 22 NPRF/ Y wagons of cement (1764t) departed Clyde for Hawkesbury River. After X46/ X47/ X51 ran around their train they returned up the steep

grade to Cowan. After again running around their train the load continued to Morandoo.

27 March was very busy in the Sutherland area with 8037/ 8049 noted working M156, B61/ B65 working M461 whilst M421 from Chullora arrived as GM27/ GM22/ train/ GM10/ S317. No.1877 for Dubbo departed Clyde behind DL44/ VL351/ X46 that night.

Two days later 1721 for Kandos departed Clyde behind 8161/ 8050/ 4877 (dead attached as far as Lithgow). 4124 goods arrived at Clyde from Morandoo behind 8042/ 48149 on 6 April, with the return 1423 departing behind solo BL33.

On 10 April M449 departed Chullora for the Sutherland area behind 44206/ 4827/ 44204. Also working in the same area that day was 8037/ 8049 on M447, GM22/ GM27/ train/ T363/ T381 as M443 & B65/ GM10/ S317 on M441.

T171 from Botany to Sandown was noted being worked by DL46/ DL47/ VL351/ 4503 on 22 April. The next day, after GL111/ S311/ EL62 arrived at Botany working No.4112 from Carrington EL62 was detached & later attached to VL356, G511 & GL106 to work 1511 back to Carrington to stow for the holiday weekend. Then on 26 April GL106/

EL62 ran D414 from Carrington to Botany to assist GL111 work 1411 back to Newcastle.

Due to the failure of LDP002 working Melbourne bound 3BM7 at Taree with LDP009 altered arrangements were required. The loading for Yennora was detached from 3BM7 at Broadmeadow with G516 (off No.1251 from Yennora with X53) then being attached in the lead of LDP003 & LDP004 to head as far as Broadmeadow to haul the Brisbane-Sydney loading to Yennora as No.4152 that afternoon.

On 27 April GM22/ GM27/ train/ GM10/ S317 departed Chullora as M331 to the Richmond line.

T363 & T381 hauled 4 cover wagons from Chullora to Elston's Sdg at Redfern as T246 the following day. After attaching single deck suburban cars C3650, C3660 & C3237 the 2 locos top & tailed T247 back to Chullora.

The late evening of 30 April & early the next morning was again a very busy time for Work trains north of Sydney. The excitement & noise started with M841 departing Chullora to the Nth Shore via Hornsby which was led by 4486/ 4473/ 4501. This was followed by M843 to Cowan (8177/ train/ 8119), M845 also to Cowan (RL302), M851 to Waverton (1435/ train/ GL109), M861 to Warrawee

(KL80/ KL82/ train/ T363/ T381), M853 to Turramurra (607/ 48s33/ 8044), M847 to Cowan (8049/ train/ 442s5) and M821 to Turramurra (44206/ GM10/ S317/ train/ GM22/ GM27/ 44204). M847 had earlier departed Chullora behind solo 8049 but after it experienced difficulties climbing the grades 442s5 was detached from 4144 Kooragang to Botany at Flemington New Markets to run to the rear of the train to assist.

## ILLAWARRA REPORT

G535/ G532 arrived at Pt Kembla working 3996 from Temora on 15 March and after unloading hauled the rake of wagons back to AWB Stockinbingal that afternoon. The following afternoon one of the EL Zorro wagon rakes was transferred to the north of the state when EL56/ 4836/ T386/ EL52/ EL60 departed Pt Kembla working 9591.

SSR ran a couple of ballast trains to Bombo in mid March with G513 working 1907/ 9108 from Chullora on the 18th & G513/ T381 five days later.

Another EL Zorro rake was in the capable hands of G535/ VL352/ EL55, with this combination unloading 3996 from various sites on 18, 20 & 22 March.



Due to a derailment in the Glenlee sidings, 1253 Yennora-Glenlee goods was diverted to Moss Vale to connect with 4BM7. Here X53 and X54 haul 1253 near Yerrinbool on Thursday 22 April 2010.  
Photo by Steve Hall



• Wheeling away from Moss Vale enroute to Port Kembla, L251, 8145, 8176, 48146 and 8138 haul 8928 grain from Parkes on Tuesday 23 March 2010.  
• Photo by Graham Cotterall

Due to a RailCorp close-down between Pt Kembla and Sydney 1WB3 for Acacia Ridge via Moss Vale departed as NR46/ NR49/ NR48/ train/ NR74/ NR58 on 28 March. This very heavy train of 3994 tonnes required the use of the 2 locos on the rear of the train as far as Summit Tank. Again due to the close-down, 2WX2 for Melbourne grossing 3300t departed the next morning as NR6/ NR44/ NR10/ train/ 8180/ NR20, with the rear 2 locos again being detached at Summit Tank.

The export services from "Wongawilli" near Dapto have become the domain of the EL Class locos that are being leased by PN after they had received modifications from CFCLA: namely EL51, EL53 & EL61. EL51/ EL61 worked CG05/ 06 to & from the loading facility from Pt Kembla on 6 April. On 10 April, 8938 from Manildra arrived at Nowra behind 8138/ X36/ 8125, with all 3 locos departing that night working 9837 back to Manildra. In lieu of the normal rostering of double NR Class on these limestone services 9227/ 2928 from Pt Kembla to Medway and return were worked by 8182/ 8170 on 15 April.

## SOUTHERN REPORT

Late on 12 March 9395 from Pt Kembla arrived at Moss Vale behind VL352/ G535/ T387/ T385. After EL60 & EL55 that had earlier run

from Carrington were attached both EL Class locos plus T385 & T387 were later detached at Goulburn. VL352 loaded 28 wagons at Temora Sub-Terminal whilst G535 loaded 12 wagons at Garoolgan the next day for No.3996 to Pt Kembla on 14 March. Also on 12 March, 3996 departed AWB Stockinbingal for Pt Kembla behind EL52/ EL54 (dead)/ T386/ 4836/ EL56.

48s33/ 48s36 departed Cootamundra working 3M33 to Quandialla on 13 March. After unloading rails for a new crossing loop the train continued to Parkes the next day. 5234 grain from Werris Creek arrived at Cootamundra behind 8160/ 8144/ 48157/ 48142/ 4886 on 14 March. The rear 3 locos were then detached and after attaching 48119 ran D335 to Temora to work 3335 to Hillston that night.

3998 grain from AWB Stockinbingal arrived at Goulburn behind EL56/ 4836/ T386/ EL54/ EL52 on 17 March, with EL54 then being replaced by EL60 before the train continued to Pt Kembla.

2122 empty garbage for Clyde departed Crisp's Creek behind 8162/ 8050/ 8155 on 16 March, with X51 replacing 8050 on this train the next day.

On 20 March X53/ X54 arrived at Goulburn as D251 from Yennora before

attaching to a rake of CQMY wagons & returning as No.2152.

Due to the failure of 8221 working TM71/ 72 at Tahmoor Colliery on 22 March 8218/ G523 ran as DM93 from Pt Kembla that afternoon to assist the stricken train, departing for Pt Kembla at 2245hrs that night.

LVR's 4701 departed Cootamundra hauling 4 cars to Sydney on 26 March and attached 42101 at Goulburn en-route. The privately owned 42101 had been a feature in the roundhouse at Goulburn for many years. Also on this day 3434 departed Henty behind 8184/ 8168 and attached X45 at Yerong Creek. 8168 later failed at Harden and was replaced by X52 before the train continued to Kooragang.

A rake of 43 NHTF Coal wagons being hauled by C510/ C509/ C505 was noted passing Bargo as CA18 from Clarence to Pt Kembla on 2 April. The sighting was repeated at Menangle the next day but on this occasion C510 was failed at Picton. 20 wagons were detached & hauled to the Tahmoor balloon loop where they were stowed before the 3 locos returned to Picton to re-commence the journey to Pt Kembla with the remainder of the train. Then on 4 April 8218/ G523/ 8235 ran as DL18 to Tahmoor to haul the 20 stabled wagons back to Pt Kembla.

On 5 April G513/ G514/ 44204 arrived at Goulburn (where the rear unit was detached) as D157 from Chullora to Melbourne. The 2 G Class locos returned to Goulburn hauling 3 CHAY two-pack + 16 CQTY wagons as 3158 the next day. After 8 of the CQTY wagons were detached and the G Class locos were replaced by 44204 the train continued to Yennora.

LS21 empty Coal for Lidsdale was noted passing Bargo behind 8206/ C505/ C504/ C509 on 5 April. In an exception to the rule 9337, arrived at Cootamundra behind 8109/ 8172/ 8116 on 6 April, with the lead 2 locos being replaced by X52 & X45 before the train continued to Narrandera.

As the planned commencement of an SSR haulage of coal was postponed for 1 week the locos that had been positioned at Goulburn to haul the empty wagons to the loading point G514 & G513 were instead run as D258 to Braemar on 7 April, from where they were attached to GM22 & GM27 before heading for Chullora working No's 2207/ 2118 concrete sleeper service that evening.

The weekend of 10-11 April was a good one for diverted services to & from Pt Kembla via Moss Vale. CB78 from Charbon passed Bargo at 0540hrs on the former day behind 8230/ DL42/ DL45/ BL35, 8938 to Nowra passed behind 8138/ X36/ 8125 whilst CA18 for Pt Kembla was C504/ C503/ C507. 8236/ 8230/ BL28/ BL35/ 8249 passed Bargo the next morning working BB25 to Baal Bone, with the lead loco later being detached at Lithgow. 12 April found 1221 from Clyde arriving at Crisp's Creek behind 8158/ X47/ 8162 and a load of 14 cement wagons departed Moss Vale for Melbourne as 2VM9 behind 8166. X36 was on it's way back to Parkes for local duties



• Accelerating away from the locality of Jindalee north of Cootamundra, RL302 and C502 combine to haul 8942 ore from Goonumbla north of Parkes to Port Kembla on Saturday 17 April 2010.  
• Photo by Andrew Rosenbauer

when it was detached from 9337 from Nowra, 8125 & 8138 at Cootamundra on 13 April.

GrainCorp's first 48 Class loco in their own livery, 48216 (nee PN's 48150), was unveiled in Junee Roundhouse Workshops on 15 April.

To commence the SSR coal haulage contract mentioned above G513/ B61/ B65/ G514 arrived at Goulburn as D157 from Chullora on 20 April, after collecting 20 two-pack CHAY wagons the train ran to Newstan colliery south of Newcastle as NW07.

AWB1 rake arrived at AWB Stockinbingal from Melbourne as 6MC5 behind G521/

G533/ G532 early on 23 April. The next day 30 wagons were loaded at Barellan before the train returned to Stockinbingal as 3356. Then on 26 April the train continued towards Carrington in Newcastle via Cootamundra to reverse, Parkes & Dubbo No.3852, loading 10 wagons at Milvale en-route.

Late on 24 April 8928 grain from Parkes departed Cootamundra for Pt Kembla behind 8165/ 48116/ L251, with all 3 locos arriving back at Cootamundra working 9825 to Parkes the next evening. 48116 was detached for later forwarding to JRW for attention prior to taking up duties for GrainCorp.

All NW07/ NW08 coal services (G514/ B65/ B61/ G513) from Port Kembla to Newstan & return were diverted to run via Moss Vale from 24-26 April. Due to the maximum tonnage allowed for the CFCLA CHAY wagons down the grade from Summit tank to Unanderra of 2400t the trains were reduced from 20 to 17 two-pack wagons.

8140 & 8183 were noted running around 3938 from Narrandera to Nowra at Griffith late on 27 April. This train has been re-tabled to depart at 1830hrs and run via Griffith and Temora instead of the previous route via Junee. 44204/ 44206 were the locos employed to work No's 2206/ 2207 to load concrete sleepers at Braemar the following day. Also on this day 8168, 48108 and 48138 loaded 3924 at Henty. 8184 later departed Cootamundra as D333 for Henty and attached GrainCorp's 48216 (for its first run) at Junee. All 5 locos departed Henty working 3924 for Pt Kembla that evening, with 48108 & 48138 later being detached at Cootamundra.

C508 worked 2M30/ 31 Work trains from Goulburn to the Summit Tank area & return on



• Pulling away from Yass Junction on a beautiful autumn morning, 1PS6 intermodal service from Perth to Sydney is hauled by NR103, NR110, NR1, NR99 and NR120 on Wednesday 21 April 2010.  
• Photo by Darrell Gainey



• In lovely evening light, T363 and T381 work 2118 sleepers from Braemar to Chullora through Bargo  
 • on Thursday 29 April 2010.  
 • Photo by Lee Baxter

1 May. Also on this day, EL54/ EL55/ EL52 departed AWB Stockinbingal working No.3355 to AWB Wyalong to load for Carrington. Due to trackwork on the Illawarra line, SSR's NW08 Coal from Newstan to Pt Kembla was regularly sighted in the Moss Vale area around 1600hrs each afternoon from 3 May for around 1 week.

After 603/ 602/ 607 arrived at Goulburn working 8942 from Goonumbra to Pt Kembla early on 7 May the lead loco was detached before being attached to C502 and running to Chullora Whilst down south D357 ran from Cootamundra to JRW at Junee with 4836, 48115 and 48216 (3 different liveries) all for workshops attention.

## WESTERN REPORT

After 8116 was detached from 8839 at Talbragar on 8 March the train continued to Gular behind 48157/ 48135/ 48123. Later that day 48142 ran D839 from Narromine to assist the return 8830 to Parkes, with 8116 being attached at Talbragar later. At 2030hrs on 11 March, VL352/ G535/ T387/ T385 departed Kiacatoo working 8998 to Pt Kembla & attached additional wagons at Condobolin en-route. The use of an 80 Class loco on the Kandos Cement trains has continued, with 8177/ 8050 noted working 1721 from Clyde on this day. 8116/ 8005 were the locos employed on this service on 16 March, whilst 8050 replaced 8005 for the run two days later.

On 12 March, eleven ex Northern Rivers Railroad cars were hauled from Lithgow to Parkes by 442s1/ 48s34 whilst 4835 goods from Morandoo arrived at Narromine behind BL27/ BL33/ 48162/ 48104 early on 13

March. The rear 3 locos were replaced by 48164 & 48165 before the train continued to Cobar, with BL33 being detached at Hermidale to load one half of the train. On 15 March 6 rail-pair wagons plus 1 single wagon were hauled from Parkes to Bathurst as 8844 by 48s33/ 48s36/ 48s34. The following morning 1841 from Cooks River arrived at Parkes behind 8037/ 48s28/ RL302. After the rear loco was replaced by 48s32 & 442s1 the now quad combination continued to Auscott's on the Warren branch to load 8142 goods for Botany.

4473 hauled the AK cars from Sydney to Wallerawang as WK81 on 17 March. The train continued to Kandos the next morning before reversing & returning to Sydney as WK82. Also on 17 March, 48s34/ 48s33 departed Parkes working 8M41 to Kiacatoo where they unloaded rails for a new crossing loop before returning as 8M42 the next day. That afternoon the pair worked 8M41/ 42 to Goonumbra & return to load ballast. Then on 19 March they unloaded the ballast between Forbes & Wirrinya as 8M22/ 3M23 before returning to Parkes. 17 March was indeed a busy day on the West with DL47/ DL46/ DL44 working 8877/ 78 from Dubbo to AgriGrain & return, B65/ B61 working 1811/ 8112 from Chullora to Bathurst & return and BL27/ BL33 loading 8438 ore at Hermidale for Carrington.

8168/ 8184 arrived at Mungeribar working 9825 from Pt Kembla on 18 March, with both locos later being attached to 8834 from Gilgandra (L270, 48123 & 48108) at Narromine for transit to Parkes that night. Two days later the two locos worked 8823 from Parkes to Mungeribar to continue loading the train with Canola for Kooragang. On 19 March 1877 from Clyde arrived at Dubbo behind 48136/ DL46/ X48/ DL44/ DL47.

There was a bit of Coote action in the Narromine area on 20 March with the impressive line-up of RL303/ 602/ 48s31/ 8049 arriving from Carrington working 4847 empty ore, with the train later departing for Cobar behind 607/ 603/ 602. At 1330hrs that afternoon 8142 goods to Botany departed Auscott's behind 8037/ 442s1/ 48s32/ 48s28. After 8446 ore arrived back from Cobar the next morning the 3x600 Class locos were replaced by 8049/ RL303 for the run to Carrington.



• Rolling along nearly 12 hours late due to issues in Melbourne, 4M22 goods is seen here  
 • approaching Narrandera in the Riverina hauled by G536 and DL39.  
 • Photo by David Campbell



• Rounding a curve between Jerrawa and Coolalie late on the afternoon of Monday 15 March 2010, 8037, 48s28 and RL302 work 1841 goods to Parkes.  
• Photo by Graham Cotterall

In an unusual move on 20 March and after loading 4835 at Hermidale, BL33/ BL27 continued with the train to Cobar to stable. The next day a very unusual incident occurred. 8438 ore departed Cobar for Morandoo at 1025hrs but was stopped at the Up yard limit board at Hermidale whilst PPL continued to off-load containers from their first train to that location, 8877 which was being worked by 48136 and X48 in Pull/ Pull mode. Two separate trains at a staff station that is not a crossing loop is most unusual. This is probably also the first use of an X Class loco on the Cobar branch.

On 23 March 603 departed Narromine at 0250hrs towards Orange to assist 1841 from Cooks River (8037/ 48s32/ 48s28/ 442s1). Later that morning 602 replaced 48s32 at Narromine before the train continued to Auscott's. Also that morning 4847 arrived from Carrington behind RL303/ 8049 with both locos being replaced by 607/ 48s31/ 603 before the train continued to Cobar.

EL56, EL52 and EL60 were detached from 4853 from Carrington via Ulan at Gilgandra on this day leaving T386 and 4836 to continue to Coonamble to load the train for the return to Carrington. This procedure was repeated at Gilgandra & Coonamble 3 days

later. Also on 22 March, 48136/ X48 worked 8877/78 from Dubbo to AgriGrain and return. The following day 48s34/ 48s33 loaded 8M21/ 22 at Goonumbla twice, unloading the first train in the Parkes area during the day.

In an unusual move, on 26 March, 48s34/ 48s36 departed Parkes at 0405hrs working 8M21 consisting of ex AN ballast wagons to Ivanhoe, unloading ballast en-route. The next day the train continued to Broken Hill, with the two locos later returning to Parkes. After 4908 was marshalled between the pair, they next worked 8844 rails to Bathurst on 29 March.

1861 containers from Cooks River (1445/ 1446) detached 4497 at Lithgow en-route to Blayney on 31 March. 4497 then proceeded to the loco depot to attach 4483. The pair returned to Lithgow yard from where they were attached to 8166 goods from Bathurst to Botany (GL104/ GL109) later that morning. G522/ 4889 loaded 8134 grain for Enfield at Trangie "section silo" on 1 April. Also on this day, 8105 unloaded concrete sleepers from 3M34 west of Goobang Jct before returning to Bomen as 8M72 that night. On 3 April BL27/ BL26 loaded No.8438 at Hermidale with 8146 later being attached at Narromine for the run to Carrington that night.

A welcome visitor in the guise of T383 arrived at Parkes as D394 from Melbourne around 1500hrs on 7 April. Only a matter of a couple of hours later it departed for Broken Hill as D841, with 4908 and 48s36 to take up local shunt duties as the English Electric K Class locos normally working these duties were redeployed to South Australia for ARTC duties.

After the rear loco was attached at Cootamundra 9825 from Pt Kembla arrived at Parkes behind 8176/ L251/ 8174/ X36 that morning. The rear 2 locos were detached before the train continued to Nevertire to load 8926, with 48135 and 48153 being attached to this train at Narromine that afternoon. After another loco change 8926 departed Parkes for Pt Kembla behind 8174/ 8176/ 8165/ 48135 that night. Both the 2 services from Parkes to Manildra featured interesting loco combinations on the night of 17 April. 8830 departed behind 48156/ X36/ 4854/ 48162 whilst the following 8822 was worked by L270/ L251.

PN commenced a very unusual programme of export grain trains from the Coonamble branch to Carrington in mid April, with all trains running via Werris Creek, Dubbo and Parkes in both directions. The first empty train departed



• On the last vestige of the Mudgee line, 8050 and 8142 work 1721 Clyde Yard-Kandos empty cement  
• as they depart Clandulla on Wednesday 14 April 2010.  
• Photo by Charlie Harris

Parkes as 4825 for Gular on 18 April behind 8164 (detached Talbragar)/ 48100/ 48122/ 48157. After the return 8428 arrived back at Parkes it then headed for Werris Creek behind 8164/ 4854/ 48100/ 48122 the next morning. 5825 departed Werris Creek for Parkes behind 8149/ 48111/ 48145/ 48116 on 20 April. After the rear loco was replaced by 4897, 5825 headed for Gilgandra. 8149 failed at Merrygoen working the loaded 8428 on 22 April and was replaced by 8160 which ran light engine from Werris Creek to assist. Another of these loaded trains was noted at Binnaway as 8426 on 24 April behind 8176/ 4886/ 48162/ 48157/ 48142.

48 Class locos were out in force in the Dubbo area on 20 April with 48108/ 48138/ 48104 loading 8830 at Gilgandra, 4886/ 4897 loaded 8828 at Nevertire and 48164/ 48146/ 48153 loaded 8832 at Narromine.

The two Weston's rakes of wagons crossed at Peak Hill around 0730hrs that morning. 8134 grain from Hermidale to Enfield was being worked by 8107/ X51 whilst 1835 empty grain to Nyngan had 8172/ 48161 on the point. The next morning 8044/ 48s33/ RL302 departed Parkes working 8843 to Nevertire where 603 was attached before all 4 locos later headed for Narromine working 8448. Then in a most unusual move, 8448 departed for Botany via Ulan & Broadmeadow the next morning, being noted arriving at Merrygoen behind 8044/ 48s33/ RL302/ 48s28/ 48s31. In what appears to be the first Coal service to load at the new Airley balloon loop north of Capertee on the Mudgee branch for Pt Kembla 8221/ 8253/ 8211/ 8235 loaded AR14 for Pt Kembla on 22 April.

4825 from Carrington via Werris Creek arrived at Parkes behind 8126/ 4897/ 48111/ 48100/ 8130 on 24 April. After 8126 was detached the train headed for Coonamble that night. The following day 3825 from Cootamundra arrived at Parkes behind 8174/ 8131. The train later departed for Gular behind L251/ 48148/ 48124/ 48115.

Also on 27 April, 8206/ 8229/ C504/ C505 arrived at Airley balloon loop to load AR78 for Pt Kembla.

0200hrs-0830hrs on 28 April was a very busy time at Narromine indeed. Firstly

Coote's 4847 arrived from Carrington behind RL303/ RL304 and later departed behind 603/ 48s34/ 602 for Cobar. This was followed by PN's 4835 which arrived from Morandoo behind BL27/ 48110, with 48156/ 48104 taking over for the run to Cobar. EL Zorro was the next operator, with 4855 from Carrington to AWB Nyngan passing through behind EL54/ EL55/ EL52. PN's 1835 from Enfield to Trangie passed through behind 8171/ X51 followed by 9825 from Parkes to AWB Gilgandra behind 8173/ L251/ 48115/ 48148/ 48124. This train was held for 60 minutes to cross PPL's 8877 from Dubbo to Agrigrain with 4892/ 4503.

Hermidale saw Grain trains on consecutive days in early May. PN arrived with 1835 from Enfield with 8171/ X51 on 1 May, whilst the following day PPL arrived with 4892/ 4503 hauling 8877 from Dubbo. 442s5/ 607/ 48s33/ RL302 arrived at Auscott's working 1841 from Cooks River on 4 May.

## NORTH-WESTERN REPORT

On 12 March 5112 for Botany departed Narrabri West behind VL356/ VL355/ 44208/ EL58. Six days later 5112 departed behind VL356/ VL355/ GL106. The first Down train past the derailment site at Whittingham (see ARI No.1) was BO191 from Kooragang to Boggabri on 15 March which had 8243/ 8027/ 8242/ 8240 leading, with 8027 being later detached at Werris Creek. Also on this day & due to this derailment X47/ X50/ 8110 ran as D537 from Werris Creek to Gunnedah to haul all available wagons to Nowra as 5938. Three days later 8037/ 48s28/ 48s32/ 442s1 arrived at Moree working 1541 from Cooks River.



• Climbing upgrade away from Dubbo on Thursday 29 April 2010, G522, 48124, 48148 and 48115 haul  
• 8926 grain enroute to Port Kembla via Parkes from Gilgandra.  
• Photo by Rick Coles



• Apart from export grain traffic, Pacific National also operate domestic services for a number of customers. On 26 April 2010, 8134 loaded grain train climbs through the valley between Tarana and the site of Sodwalls behind 8174 and 48161. This train is destined for the Weston Milling plant at Enfield in suburban Sydney.  
• Photo by Peter Attenborough

After being stowed since arriving as 9591 from Pt Kembla the previous morning, EL56/ 4836/ T386/ EL52/ EL60 departed AWB Bellata early on 18 March working 5557 to Beanbri, with the 3 EL Class locos being detached at Narrabri West. 4501 arrived at West Tamworth working 8L14/ 15 from Lithgow early on 20 March, this movement including the 120t crane loco, 1060 for the DSR&M. After shunting the crane & attendant wagons to the freight centre 4501 returned to Werris Creek hauling three 3801 Ltd passenger vehicles as 8L16 that morning before heading back to Eveleigh early on 22 March.

In an unusual move, 4525 from Carrington arrived at Werris Creek behind BL27/ 48161/ 48122 on 22 March, with BL27 being replaced by 8149 for the run to Spring Ridge. That evening 5420 for Carrington departed Werris Creek behind 8156/ BL27/ 8177. Around 0100hrs on 30 March two grain trains crossed at Wee Waa, with the trains being 5529 (48132/ 48111) for Merrywinebone and 5420 from Walgett (48161/ 48145). At 1700hrs that afternoon 8049/ 869 were noted at Wingen hauling 5142 with around 12 container wagons southbound. At 2345hrs on 6 April T387/ T385/ EL56/ EL52/ EL60

departed AWB Bellata working 5557 to Walgett, with the EL Class locos being detached at Narrabri West the next morning.

EL56/ EL60/ EL52/ T386/ T387/ T385 arrived at Narrabri West working 4557 early on 9 April. After the train was loaded at Walgett 5458 departed Werris Creek for Carrington at 0840hrs the next morning. This procedure was repeated at Walgett 3 days later but on this occasion 4836 (dead) replaced T386 at Werris Creek on 5458 on 13 April.

EL54/ 4814/ 4816/ EL60/ EL56 departed Curlewis working 5458 for Carrington at 1925 on 20 April.

4555 from Carrington arrived at Emerald Hill the next morning behind G535/ T385/ T387/ EL52/ EL55. Whilst G535 loaded some of the wagons at this location, the rest of the train loaded at Edgeroi.

In order to position the first group of containers to load softwood logs for export via Botany in the West Tamworth Freight Centre PN arrived with No.1523 from Sydney on 2 May behind 8172. After the containers were removed from the 27 wagons the train returned south. 5164 goods for Botany departed Narrabri West behind 1437/ 4497/ 1434 on 6 May.

## NEWCASTLE & NORTH COAST REPORT

On 15 March 4112 departed Carrington for Botany behind GL110/ EL62/ GL106 and 4511 goods later departed for Narrabri West behind G511/ VL355/ VL356. The next afternoon 8143 and 11 NGGF wagons were detached from Acacia Ridge bound 2WB3 at Braunstone (NR84/ NR65/ NR68) before heading for Grafton as a separate train. VP494 departed Teralba colliery for the Vales Pt unloader as 8225/ train/ 8133 on 17 March.

In an unusual move, 8133 led 8225 working WH289 to Gunnedah from Pt Waratah late on 19 March. In a bizarre incident, NHYH 92483 was lifted off its bogie at the leading end of the wagon on AT740 from Wilpingjong to the MacGen unloader near Antienne (9012/ 9024/ 9032) as the train was arriving at Coggan Creek on 20 March.

In the first use of a 6000 Class loco north of Telarah 42301/ 6005 departed Kooragang as D423 to Landsdowne Engineering near Taree on 21 March. The pair returned to Newcastle hauling 12 new QHBH wagons, with the locos being reversed at Bundook en-route due to radio issues.

After the rear loco was attached at Morandoo the very colourful combination of NR75 (Ghan)/ NR85 (Sthn Spirit)/ NR26 (I/ Pacific) departed working 1BW4 to Port Kembla. Earlier that morning G516 working Melbourne bound 2BM7 (with LDP008) failed North of Newcastle. The traffic for Sydney on the train was worked to Yennora that afternoon by 2202 & 42202, both of which were detached from 2MB7 (LDP006/ LDP001) at Broadmeadow during the day.

8454 grain from Coonamble arrived at Carrington behind EL60/ EL52/ EL56/ T386/ 4836 on 26 March, with all 5 locos departing that night working the return 4853 service.

On 30 March, the first 48 Class loco in the PN livery (48144) departed Cardiff behind 8042 hauling RQRX 60207 to Morandoo as T441. This is the wagon that is regularly used to convey new loco underframes from Pt Augusta to EDI at Cardiff.

4525 to Werris Creek on 1 April, was noted at Thornton behind 8164/ 48144/ 48122/ 48132/ 48111.

A few interesting combinations were noted working northern coal services to Kooragang on 7 April. 9004/ G520/ 8227/ 8237 loaded MO278 at Mt Owen, 9021/ TT01/ TT06 loaded HV252 at the Hunter Valley loader whilst TT03/ TT04/ TT02 loaded DR268 at Drayton.

On 9 April, GL103 worked 6M21 empty ballast from Pt Waratah to Martins Creek. The return 4M48 was cancelled after the loco experienced minor mechanical problems, with the train departing at 1800hrs the next day, unloading on the Up Coal Rd in the Thornton area before returning to Pt Waratah. 3434 grain from Henty arrived at Kooragang behind 8109/ 8173/ X45/ X52 on 9 April, with only the pair of 81 Class locos returning south the next evening.

Solo BL27 worked 4621 from Morandoo to Casino on 10 April, returning the following evening working 6422. 42305/ 42302 departed Duralie as D123 to Landsdowne Engineering near Taree the next morning. After collecting new QHBH wagons T124 ran to Broadmeadow from where the locos returned to Duralie light engine whilst 4557

for Werris Creek departed Carrington at 1400hrs on this day behind EL52/ EL60/ EL56/ T386/ T385/ T387.

QRN's 5th rake of export Coal wagons (comprising of new QHBH wagons) commenced operating from 12 April. Unit 65 was noted being hauled by 5009/ 5007 five days later.

Interesting combinations working Coal services on 14 April include: TT03/ 9029/ 9033/ 9011, 9023/ G520/ G523/ 9005 & 8227/ 9004/ G519/ 8237.

All 6 members of the TT Class were noted working on 17 April with TT02/ TT01/ TT06 hauling 1 train & TT03/ TT05/ TT04 another. A loaded Austar service from Pelton passed Thornton at 0950hrs that morning behind PL3/ PL2/ PL5/ 48143.

As it is intended to use around four 6000 Class locos in the HVEC traffic until the arrival of the new 5020 Class locos from the end of the year, 6002 6005, 6009 and 6010 were all at Kooragang for crew training by 18 April. Also on this day, 42301 hauled 10 QHBH wagons from Landsdowne Eng to Broadmeadow before next towing 42303 to Cardiff.



• As 4490, 4520 and 44211 await departure with 6L68 tour train, 603, 48s32 and 607 roll into Cobar yard with 4847 empty mineral concentrates from Newcastle on Sunday 25 April 2010.  
• Photo by Warren Murphy



• Diverted from its normal route via Sydney, NR56, NR113 and NR98 approach Merrygoen with 6BM4 intermodal service from Brisbane to Melbourne on  
 • Saturday 20 March 2010.  
 • Photo by Gary Marshall

SSR commenced its coal contract to Port Kembla on 20 April when NW08 departed Newstan behind G514/ B65/ B61/ G513.

X45 and X52 top & tailed an 8 car set of Waratah PTVT, PTVD & PTVN suburban electric cars from Carrington to EDI Cardiff on 24 April with the two locos then running to Morandoo to work 4124 to Clyde that evening.

The SSR Coal train departed Broadmeadow for Newstan at 0940hrs on 30 April behind the usual 4 locos, however on this occasion, the train was loaded for the NCIG balloon loop on Kooragang Island and after unloading the train returned to Broadmeadow. Also on this day, WG203 for Wilpingjong departed Kooragang behind 5006/ 5003/ 6002/ 6010.

The first 2 locos for Whitehaven ran separate light engine trials from EDI Cardiff to Wyong & return on 3 May, with WH002 running the first trial followed by WH001. Also on this day, 48103 (in PN livery) was noted in EDI at Cardiff.

*With thanks to Don Allitt, Alf Atkin, Wayne Coleman, Rick Coles, Peter Cousins, Ken Davis, Darrell Gainey, John Hourigan, Justin Moy, Dave Oliver, Dave Porter, Ted Rose and Ivar Sorraasson*



• After nearly six months without a regular goods service after the fuel service finished, 8172 works  
 • 1523 goods, a rake of empty containers into West Tamworth for loading of logs for export on  
 • Sunday 2 May 2010.  
 • Photo by Glenn Ryan

# Victoria



• Finding a brief break in the cloud, XR557, X37, X42 and H1 descend Warrenheip bank as they approach Ballarat with 9121 empty grain from North Geelong on Thursday 15 April 2010.  
• Photo by Frank Hinde

## METROPOLITAN REPORT

During the evening of 21 March, T369 hauling a rail train was side-swiped by a suburban train at Ringwood causing minor damage, the cause believed to be a signalling irregularity. Standing in for the regular G524 on the Hanson quarry train from Kilmore East, H1/X43 were noted discharging their load of crushed rock at "Apex" siding at Westall on 1 April.

Between 6 April and 27 April, X43/XR550 operated 9461/9462 between Westgate Sidings adjacent to Appleton Dock and AMCOR's mill at Maryvale in the Latrobe Valley. On 9 April T377/T369 worked 7065 empty railset to ANZAC siding at Spotswood to load rail destined to be discharged later that week between Sunshine and Sydenham.

After discharging its load of grain at Allied Mill's Kensington plant during the day on 14 April, the consist was noted departing Melbourne Yard with BL32/H1/X42/X37 for Maryborough. Over the weekend 1-2 May, the

pit at South Yarra on the Sandringham line was rehabilitated which saw the use of T376/T377 on a concrete sleeper train, B76/T378 on a spoil train, whilst B80/T369 hauled a ballast train. These trains operated in push-pull mode due to the lack of runaround facilities on the Sandringham line.

On 4 May, XR557/A85 were noted around dawn arriving into Tottenham Yard with 9461 goods from Westgate Sidings prior to it reversing and returning eastbound to Maryvale.

## BENDIGO REPORT

An interesting movement occurred on Saturday 17 March when XR557/XR552 worked 9053 empty grain through to Piangil; whilst in connection with Metro's infrastructure contract, T377 hauled a railset south from SSR's Bendigo workshops on that day. Two days later, XR557 failed at Castlemaine whilst hauling 9052 grain from Piangil with XR552. T402 and X42 were dispatched light engine from Melbourne

with the train finally arriving in Melbourne Yard around 1700hrs where the locos were rearranged and it subsequently departed for North Geelong after the evening peak.

The empty railset returned to Bendigo for storage on 20 April hauled by B80/T376. They returned to Melbourne later that day hauling a mixture of CQRX, CQOY, RQOY and CFLX flat wagons loaded with the new spoil containers constructed at SSR's Bendigo workshops.

## NORTH WESTERN REPORT

During the reporting period, El Zorro have operated a number of grain trains. On 16 March T357/T341/S303 rolled through Werribee at 1315hrs enroute to Appleton Dock. They then headed for Charlton AWB the following evening passing through Ballarat at 2320hrs. On Saturday 20 March, a rare daylight departure from Melbourne saw 9161 empty grain to Sea Lake AWB pass through Ballarat at 1250hrs behind T413/T341/T378/B74. Another trip to Sea

Lake AWB saw S303/T378/T341/T357 work 9162 grain through Tarnagulla at 1820hrs, subsequently terminating at Ballarat later that evening. Two days later it departed Ballarat at 0145hrs for Appleton Dock where the train was discharged then departed for Sea Lake AWB that night returning the next day. A run to Charlton AWB occurred on the weekend of 27/28 March utilizing the same motive power.

On 1 April, T377 lead T320/T413/T341/S303 through Ballarat northward around breakfast time after crossing 9122 grain hauled by XR557/A85/X37 at Gheringhap. The El Zorro lashup again returned to Sea Lake AWB departing during the evening of 5 April. Underbool hosted 9122 grain when XR554/XR557 departed that location at 1345hrs on 14 April enroute to North Geelong, however on arrival at Maryborough, XR554 was detached and placed with XR553 and subsequently departed for Ultima the next morning. With the arrival of 9121 empty grain (see Metropolitan report), an engine rearrangement took place and 9122 grain departed for North Geelong with X37/X42/H1/XR557. After discharge at the Grain Loop, the engines were reversed,

subsequently being noted arriving at Ballarat with XR557/X37/X42/H1.

T413 ran light engine on 20 April from Melbourne to collect PCJ492 after its overhaul and refurbishment for V/Line Passenger had been completed at UGL's Ballarat workshops - it then returned the car to Melbourne. Two days later, 9162 grain from Sea Lake AWB had S303/T320/T357/T378 hauling it through Ballarat enroute to Graincorp's Sunshine terminal.

## WESTERN REPORT

During mid March El Zorro ran a number of grain trains between Marmalake (Murtoa), Dimboola AWB and Appleton Dock utilizing G521 and C501, whilst on 17 March G512/HL203 worked 2AM2 from Adelaide, returning to Horsham as 3MH2 that evening. It was loaded at Horsham the following day and returned to Melbourne as 4HM2 goods.

19 March saw 9767 goods to Horsham depart with GM36/S302 and 9763 empty grain depart with G533/G521/C501 whilst 3PW4 arrived late afternoon with NR8/AN8/NR12/NR77. G532 departed for Maroona light engine from Dynon on 21 March to pickup ballast hoppers and returned the

following day detaching three wagons in Melbourne and attaching T342 for the run to Wodonga.

On 23 March, GM36/S302 again departed for Horsham with 9767 containers whilst 6006/6004/CLP11 came the other way with 2AM6 intermodal service. Next morning C501/G533 arrived at Dimboola to load at the AWB site departing for Appleton Dock later that day. 30 March saw 3MA5 intermodal depart westbound to Adelaide with NR76/NR67/NR38/NR44/NR6 whilst the next day saw G521/G532 arrive at Appleton Dock with a loaded grain and S302/GM36 arrive with containers from the Western district. C501/T342/S302 subsequently departed for Portland later that day.

QRNational's 3MA6 intermodal service worked westward on 6 April hauled by 6003/6006/CLP9/CLP11 whilst the following day CLP8/CLP14/ECA98 crew van/CLP16/CLP17 departed Dimboola AWB for Port Adelaide with a load of grain. 9768 goods from Portland arrived with T342/S302/C501 on 9 April with T342 returning light engine to Berrybank to conduct level crossing testing. This day also saw XR555/



Rolling through the curve underneath the Tullamarine Freeway in Melbourne's northern suburbs, S302 and T342 haul 9766 rail train from Broadford on Saturday 20 March 2010. The rail had been recovered from the former Broadford loop that was closed following the opening of the Kilmore East passing lane.

Photo by Stewart Anderson



• On Saturday 3 April 2010, T377, T413, T320, T341 and S303 await a nocturnal departure from Appleton Dock to the Mallee.  
• Photo by Tom Anderson

XR558 work into North Geelong Grain Loop from the Wimmera area, later returning westward to reload.

On 12 April, 703/GM47/CLP8/ ECA98 crew van /CLP17/CLP16 load grain at Dimboola AWB before returning to Port Adelaide whilst later that day QRNational's 2MP1 first Monday service departed for with Perth with LDP004/CLF1. 9769 containers to Horsham departed on 20 April hauled by G521/C501/S302 whilst 9763 empty grain departed with G532/G533.

For the first time in a number of years, grain trains once again serviced the Yaaapeet branch north of Dimboola with XR555/XR558 running 9785/9786 services. On 22 April, fourteen wagons were loaded at Jeparit whilst sixteen wagons were loaded at Yaaapeet. 24 April saw twelve wagons loaded at Rainbow and sixteen at Jeparit. Another trip to Rainbow saw fourteen wagons loaded at Jeparit and twenty wagons loaded at Rainbow whilst on 29 April another fourteen wagons were loaded at Jeparit and twenty-two loaded at Rainbow.

The failure of G512 on POTA's 5MA2 service saw C501 substituted assisting G515 to Adelaide with both units being assisted by HL203 when they arrived back in Melbourne on 24 April. The following day saw 4PW4 goods arrive from Adelaide with NR80/ NR118/NR83 hauling NR51 dead which destined for major repairs at UGL Spotswood after being involved in a serious derailment.

On 26 April, S302/C501 ran 9767/9768 to Horsham and returned the following day whilst 3 May saw C501/T342/GM36/S302 depart westward - at Maroona, the leading

two units were detached and subsequently departed for Adelaide light engine to collect empty flats, mainly AQCY/AQOY wagons whilst S302/GM36 continued on to Portland. With their train loaded at Horsham, C501/ T342 arrived back in Melbourne on 5 May. The train was stripped and reloaded with empty containers for another return trip to Horsham the next day whilst S302/GM36 arrived from Portland that evening.

## NORTH EAST REPORT

Due to the regular loco (G524) in for a service, the Hanson quarry train was loading at Kilmore East hauled by A85/X43 on 18 March whilst later in the evening, A79/P20/ X41 passed through enroute to Tocumwal with 9353 goods. 20 April saw the all-EL Zorro liveried T342/S302 work to Broadford to load rail from the recently closed Broadford Loop and return it to Melbourne for future use.

Between 23 and 27 March, G532/ T342 top and tailed a ballast rake whilst they dropped ballast on the new Wodonga bypass with the train returning to Melbourne on completion of the work. The first visit of an SSR liveried G class occurred on 5 April when G513/G514 arrived early evening light engine whilst later that evening G532/ G521 departed for Oaklands however due to a communication breakdown it stabled at Violet Town until the next day before proceeding to Oaklands. The following day after attaching wagons detached from the rear of 2AM2 service, G514/G513 departed back to Sydney.

Between 6 and 12 April, H1/A78 worked the Hanson quarry train whilst on 7 April, 3CM3 containers from Griffith hauled by G536/G542/G530 suffered an electrical failure enroute necessitating all units being removed from service. With no units available to lead, XR559 was requisitioned from grain service and with DL43 departed with a late-running 4MC2 service to Griffith. Returning to Melbourne on 9 April, 5CM3 goods was hauled by XR559/DL43/T371



• Powering away from Dunolly unusually running northward during daylight, 9161 empty grain enroute to Sea Lake AWB is hauled by T413, T341, T378 and B74 on Saturday 20 March 2010.  
• Photo by Frank Hinde

whilst the following morning QRNational's 5BM7 service arrived with LDP006/LDP005/42202.

Passing through Seymour at 1925hrs on 12 April, 9354 goods from Tocumwal was hauled by X41/P22/A85 whilst 9354 goods on 23 April was hauled by A81/X39. 9353 goods to Tocumwal on 29 April featured X39/P20/X41 with El Zorro making it to Tocumwal for the first time at 1120hrs on 3 May as A79/X41 awaited departure later in the day with 9354 goods.

After the Hanson quarry train was rear-ended by a suburban service on 4 May approaching Craigieburn, X43/H1 cleared G524 and the train back to Melbourne Yard via Kilmore East on 5 May whilst T402 was utilized to move the damaged suburban cars into the yard at Craigieburn.

**With thanks to Eddie Potter, Graham Elliott, Chris Nuthall, Steve Molloy and Tony Deppeler.**



- The Victorian G class have been in and out of Victoria ever since they were constructed between 1984 and 1989. Colour schemes have varied as have their owners and of no exception is SSR's G513 and G514. Delivered in the uninspiring orange and grey livery of V/Line, the units would then get a coat of green with yellow wings when Rail America snapped up the freight side of V/Line in 1997. SCT acquired these two along with another seven in 2007 where they were painted in SCT's attractive red, white and black colours. Now owned by SSR the two JT26C-2SS models made their first visit to Melbourne in SSR paint on Tuesday 5 April when they worked down light engine from Sydney, returning the next day with ballast and flat wagons on behalf of CFCLA.
- Photo by Bernie Baker



- Rounding the reversing loop within the Melbourne Yard, P11 leads a push-pull consist enroute from the arrival's yard to Southern Cross Station on Tuesday 30 March 2010.
- Photo by Ian Green



• On a drizzly Saturday 24 April 2010, BL32 and H1 load 9132 grain at the Mallee outpost of Manangatang, its destination, Allied Mills at Kensington, an inner Melbourne suburb.  
• Photo by Bernie Baker



• On Sunday 14 March 2010, N466, PCJ491 and SN15 prepare to depart Pyramid with 8026 Swan Hill-Melbourne service. Later in the year this set is to be converted to standard gauge.  
• Photo by Stewart Anderson



: A number of grain trains have operated from Port Adelaide to Dimboola and Murtoa recently, here CLP8, ECA98 crew car, CLP16 and CLP17 haul 4011  
 : empty grain to Dimboola AWB is seen at Lochiel on Thursday 15 April 2010.  
 : Photo by Eddie Potter



: Drifting downgrade from Little River towards Lara, C501 and G533 haul 9763 empty grain from Appleton Dock to Dimboola AWB siding on Monday 22  
 : March 2010.  
 : Photo by Jon Clark



• Recently returned to broad gauge, B76 arrives into the Storage yard situated within the remains of Melbourne Yard with a spoil train from the South  
 • Yarra pit reconditioning project on Saturday 1 May 2010.  
 • Photo by Marcus Wong



• Rolling through Sunshine, a very late-running 5CM3 goods from Griffith is unusually led by XR559, DL43 and T371 on Friday 9 April 2010.  
 • Photo by Jon Clark



: Trundling along between Tocumwal and Strathmerton, A79 and X41 lead 9354 Tocumwal-Appleton Dock goods on Monday 3 May 2010.



: Working El Zorro's first trip to Tocumwal on Monday 3 May 2010; B74, T378, T320 and T341 haul 9361 empty grain underneath the Goulburn Valley highway south of Murchison East.  
: Both photos by William Arkell

# Queensland



PN Coal commenced running quad head end power consists in the Blackwater system during April. On 25 April, 9F73, with 8306/ 8311/ 8310/ 8301, passed another quad working, 9632 to Oaky Creek, worked by 8303/ 8307/ 8309/ 8304, at Windah, west of Rockhampton. The last two wagons on 9632 were coded NHCH, a wagon type manufactured by FreightCar America. These wagons are considerably different in design and appearance to the NHAH wagons manufactured in Australia. The photo shows 9F73, with locos elephant style, powering up Kabra bank from Stanwell on Sunday 25 April 2010. Photo by Bruce Russell

## CENTRAL REPORT

The first ever PN Coal service to be unloaded at Fisherman's Landing occurred on 19 April when 8311/ 8310/ 8301 arrived on 9L06 from Gordonstone with 80 wagons. The train returned to Gordonstone, departing empty as 9Y27 around the Mount Miller angle to head north. 8306/ 8311/ 8310/ 8301 worked 9Y73 Gordonstone empties out of Callemondah on 24 April in HEP form on 100 wagons. 8306 had been added to the previous triple header consist, after working a 26 wagon transfer from Moranbah, via Coppabella where 12 wagons were detached, to Gladstone, picking a pair of crippled wagons at Archer and Raglan on the way. Repairs to 8302 at QR's Rockhampton Workshops have been completed. The remaining PN Coal locos were observed working 9F24 out of Raglan on 23 April with 8305/ 8313; 8312/ 8308 in the usual distributed power consist. In early morning darkness of 31 March, the rear

drawgear was pulled out of the 26th wagon on PN Coal's 9F51, Gordonstone to RG Tanna, service, worked by 8307/ 8303/ 8309. The rear portion was detached and left on the Duaringa to Wallaroo section. The hauling locos returned to collect the stowed wagons later that day, departing near dark from Callemondah as light engines LE71 (8303/ 8307/ 8309). The train returned as 9FP5, departing Wallaroo nearly 24 hours after the drawgear failure.

Deliveries of 7100 class locos continued with 7119, 7120, and 7121 arriving at Jilalan. Five electric hauled consists are now operating in the Goonyella system following the earlier arrival and commissioning of 7117 and 7118. The report of the derailment of 9P51 at Bushley in the last issue stated 16 wagons were derailed. The number was actually 18 wagons, which are still beside the track at Bushley. The train consist was 8309/ 8313/ 22 wagons/ 8302/ 8307/ 78 wagons.

As reported in ARI 1, two 3900C locos have been stowed at Stanwell since last December for banking duties. From time to time loaded coal trains stall on the Tunnel and Windah banks. Previously locos were taken from nearby trains to assist stalled trains but with more services running, the delays caused by this practice became unacceptable. With the opening of a crew depot at Stanwell, the provision of the two 3900C locos, 3925 and 3930, has reduced such delays. Apart from banking duties, 3925 and 3930 have also seen service for returning detached wagons from trains where a loco failure has required a certain number of wagons to be detached to allow the loaded train to continue to Callemondah. On 5 March when 3930/ 3925 ran to Edungalba to attach 30 loaded wagons detached from 9F87 (remote loco 4123 failed) and hauled them to Callemondah as EFF7/ EFF8. On 14 March, 3925/ 3930 returned from Westwood to Callemondah, working EFF1/ EFF2 with 20 loaded wagons. Banking duties

occurred again on 2 April when 3925/ 3930 ran as GE40 from Westwood to Tunnel to assist EF51 Gregory to RG Tanna coal (3560/ 3555; 3526/ 3523). Reach the top of Tunnel bank. 3930/ 3925 then detached and ran ahead to the common loop at Westwood. After EF51 made it over the Windah bank and through Westwood, 3930/ 3925 were then stowed at Westwood. The next use was on 21 April when EF17 Boonal to RG Tanna coal (3560/ 3555; 3507/ 3566) stopped at Warren due to a fire alarm in remote locomotive 3566. The train was split at Warren, with 3566 detached into the siding where 3930/ 3925 are stowed. 3925/ 3930 were used to return the second portion to Callemondah. 3566 was still stowed with 3930 and 3925 on 25 April at Stanwell, opposite the Stanwell store. (Note: Since the duplication of the Stanwell to Wycarbah section it is believed Warren now refers to the combined Stanwell and Warren loops; however, the latest publicly available Network Access line diagram (January 2010) still shows Stanwell and Warren as separate locations.) On 27 April, 3920 and 3922 were returned to Callemondah on 8G16 ex Yukan (2847 and vehicles 2336, 3920, 3922). 2336 is usually working on the West Moreton coalies. Earlier that day 2123F/ 2336 had worked molasses 6S60/ 6261 from Mackay to

Sarina and return. Another West Moreton coal loco, 2306D, arrived in Gladstone on 27 April as vehicle on 8375. On 3 May, it and 2193F worked 8874 out of Rockhampton.

With the number of 3700 and 3800 class electric locos in the Goonyella system up to 82, a number of 3300/ 3400 class locos have become surplus. Consequently, a number of them have been transferred to Callemondah. By 29 March, 3301, 3304, 3407, 3408, 3411, 3412, 3413, and 3422 had been transferred to Callemondah. On 18 March EK17 departed Callemondah with 3512/ 3407/ 3412; 3505/ 3422 as the first trial with 5 electric locos, operating in reduced power mode. The objective was to obtain a higher throughput through more effective use of DC electric consists. 3407 was sent vehicle to Bluff for crew training on 30 March on EM65/ EM56 hauled by 3502/ 3537/ vehicle 3407; 3506/ 3559. After repairs at Rockhampton, 3419 was moved to Callemondah on 31 March. In the Blackwater system, their use has been restricted to consists made up of 3551 loco/ 2 x 33/ 3400 class/ 50 wagons/ 3551 class loco/ 1 x 33/ 3400 class. Two units, 3411 and 3419, were transferred back to Jilalan as vehicles on 8273 on 8 April, being surplus to needs at Callemondah. Another two, 3412 and 3422, were returned the next day on 8273, worked by 220F/ 1762D.

On 11 April 3535/ 3318/ 3304; 3558/ 3408 hauled EF67 through Aroona. When this consist was next seen on 26 April, climbing Marmor bank, 3301 had replaced 3408. There are also 3551 class 5 loco sets being used in the Blackwater system, On 24 April, EE31 departed Callemondah with hauling locos 3501/ 3542/ 3563; 3521/ 3517. On 7 May another consist operating was E114 for Boonal departing Bluff with 3508/ 3563/ 3528; 3549/ 3538.

3826 is at Rockhampton Shops for roof repairs following damage from a coal loading shute. It arrived on 8G16 on 14 March. Since the last report on QRN electric locos, 3230, 3274, 3281, and 3221 have been removed from traffic for 3700 class conversion, leaving only four 3200 class locos in traffic (3222, 3253, 3275, and 3280). 3700 conversions returned to Jilalan have been 3743 to 3748. More 3800s - 3834, 3835 and 3836 - have arrived at Jilalan from Germany. Of the 3600 class conversions, only 3631 remains in the program, and is nearing completion. For the 3500 class conversion to 3551 class, 3544 and 3546 entered the program at Downer EDI Rail and 3548's conversion was completed. 3544's last working was on 25 March on EV19 ex Millennium where the locos were 3102/ 3421/ 3408; 3544/ 3318.



• Locomotives 2371 and 1744D round the big curve approaching Cooroy with empty cattle service 6WC3 at 1500hrs on Sunday 25 April 2010. Second loco 1744D is still wearing its original blue and white colour scheme dating back to 1967.  
• Photo by Matt Green.



• On Monday 5 April 2010, 2392 hauls empty coal 9D50 through the curves just west of Karrabin.  
 • Return workings to Toowoomba from Brisbane are sometimes hauled by a single loco, with the second loco added at Toowoomba for the trip to the mine to load.  
 • Photo by Matt English

Hay Point Terminal had been shut down since the cyclone on 18 March, and on 1 April, it was announced that it would be shut for another 8 weeks. As a result plans were formulated to convey up to 400,000 tonnes to Abbot Point, using Newlands consists via the North Coast Line. On 4 April, 2271/ 2158D worked the first Goonyella to Abbot Point coal service, departing Mackay with 35 wagons as 9296. They had earlier run down from Pring as 9U98. On 7 April, 2211D/ 2158D worked the Goonyella to Abbot Point coalie, departing Mackay as 9A97 for the port. Two days later, 2211D/ 2158D worked 9A97 from Riverside with 35 wagons for Abbot Point. This was the first train from Riverside, and had arrived there as 9896. On 23 April, 9U98 Abbot Point to Mackay empties (2180D/ 2122F, 34 hoppers) was delayed at Proserpine due to 'water pouring out' of second loco 2122F. It was declared a failure. After lead loco 2180D struggled to haul the 573 tonne load to Mackay, repairs were undertaken at Mackay, to allow 2122F to be brought back on line.

On 11 April, 7111/ 7117; 7118 departed Moranbah as EW73, running to Carborough Downs to turn before heading to Moranbah North to load as ET74. This was the first revenue run for 7117 and 7118, and the start of 5th electric PN Coal consist operation.

First trips for the new 3700s, 3744 and 3745, were 3744/ 3726; 3742 on E782 from Jilalan on 27 March and 3745/ 3732; 3823 on E256 from Jilalan on 23 April. For the 3800 class, the first trips for 3833 and 3834 were on 14 March when 3833/ 3804; 3808 departed Jilalan on ER22, and on 26 March when 3822/ 3834; 3824 departed Jilalan hauling E790. In the Blackwater system 3521 had its first run on 26 March when EK77 was ex Callemondah, hauled by 3521/ 3533; 3504/ 3514. 4131's first trip

was on Moura empties, 9QJ1, hauled by 4131/ 4110/ 4113 out of Callemondah. 6E21, empty grain to Emerald, ran into Rockhampton on 12 March where locos 2303/ 2123F were changed to 2305/ 1739D before heading west as 6E22

On 16 March, 2314 worked 6752 out of Rockhampton with vehicle 2600. At Gladstone, 10 VAMQB wagons were attached for Redbank conversion (West Moreton coal traffic expansion). On 23 March, 2192F/ 1730 worked a short Cattletrain, 22K, out of Winton as 65C1 for Dinmore. Some other stock trains to run

were 65C3 ex Clermont on 4 April with 2302/1744D hauling, and on 4 May 2309/ 1729D hauled 65C1 from Winton. 2161D/ 2206D/ 4002 worked Baralaba empties 9TL3 out of Callemondah to Moura to load on 9 April.

East End limestone traffic on 5 April saw 2160D/ 2162D being used on the shuttles to Fisherman's Landing. A day earlier saw 4120 working this service. 2195F, one of the usual locos on this working, was on a grain working with 2339, working 6Z23/ 6B22 from Rockhampton to Mackay and return on 30 April.

The first of an order for another ten 4100s, 431, was delivered on 10 March from Bowen Street to Maryborough West. It wasn't until 10 April that 4131 was delivered from Maryborough West to Gladstone, going vehicle on 62N7 (2315/ 1730). 4132 followed to Maryborough West on 30 March. On 5 March 4047/ 2274 were detached at Annandale from 9QK1 Moura Mine empties (4047/ 2274; 4019/ 4108) after 4047 activated the Hot Bearing/ Wheel detector. Replacement locos 4121/ 4023 were sent ex Callemondah. It wasn't until 22 April that 4047 was moved by road from Annandale to Callemondah for bearing replacement. 9P03/ 9F04 (4114/ 4112; 4021) was delayed at Minerva mine on 3 April when remote loco 4021 and 2 wagons derailed. 4021 wasn't recovered until 19 April when 1729D departed Bluff as LP06 to haul 4021 to Rockhampton, arriving there after travelling at 40kph on 20 April. On 19 April, Parkhurst to Glenmore Junction and the Yepoon Branch was transferred from Rockhampton Control to Townsville Control.



• Surprisingly for a longer Winton freight, 6W46, only one loco, 2499D, was assigned as the motive power on Sunday 11 April 2010 as 6W46 approaches the Stanwell Power Station overpass. Usually, a 90 tonne loco and 60 tonne loco work this regular service. In the consist, there are six QLX wagons, now a rare sight in Central Queensland, and six PCUY wagons with empty containers for the Winton to Ayr gypsum traffic.  
 • Photo by Bruce Russell



• A number of 3300/ 3400 class locos have become surplus in the Goonyella system with the continuing arrival of 3700 and 3800 class electric locos. In the Blackwater system, their use was restricted to consists made up of 3551 loco/ 2 x 33/ 3400 class/ 50 wagons/ 3551 class loco/ 1 x 33/ 3400 class. Recently it was noted a 3551 class loco had replaced one of the two 3400s in one of the consists. On 18 March EK17 departed Callemondah with 3512/ 3407/ 3412; 3505/ 3422 as the first trial with 5 electric locos, operating in reduced power mode. On 11 April 3535/3318/ 3304; 3558/ 3408 hauled EF67 through Aroona. In the above photograph, when this consist was next seen on Monday 26 April 2010 climbing Marmor bank from Bajool, 3301 had replaced 3408. Photo by Bruce Russell

## NORTH REPORT

On 18 March, 2371/ 1720 worked 65N0 Cattletrain out of Stuart with 32 KOJX loaded for Dinmore. This is one of the first Cattletrains for the year; no livestock services ran during January or February. 2839 was moved back from Bohle to Stuart on 24 March following completion of long repairs at UGL Rail. It had gone in on 27 November 2009 as a result of catching fire at Barratta on 21 October 2009. On 26 March, 3K32 (1774D/ 1773D) ran into a mudslide at the 16km peg on the Redlynch to Stoney Creek section, shortly after 10 am. Second unit 1773D was used to push the train back down to Redlynch where 1763D/ 1737 running light engine from Cairns as LK34 attached. It then returned as 4C35 to Portsmith, behind 1763D/ 1737/ 1773D. 2028/ 2053 working 5C99 and 3K30 (1734D/ 1771D) were isolated at Kuranda, the closure being quoted as 'indefinite'. 1774D was recovered from Jungara on 28 March by 1737/ 1763D, as 4C35. They had run there as LK34. On 31 March, 1763D/ 1737 worked 6 SD wagons as 0KB2/ 0CB3 from Portsmith to Jungara and return, loading at 16km landslip site and unloading at 15km. On 5 April, 1763D/ 1737

worked 6 SD wagons as 0KB2/ 0CB3 from Portsmith to Jungara and return again, having not run since 1 April. On 15 April, 1751D/ 1762D were the locos working on the Jungara spoil trains, using the SD wagons, running as 0KB2/ 0CB3. A number of Kuranda liveried locos came to Brisbane during the enforced shutdown of the Kuranda Scenic Railway. A Kuranda Range test train working occurred on 6 May when 1753/ 1734D hauled 6K02/ 6C03. All Kuranda Scenic Railway services resumed on 7 May. KSR interim shuttle services instigated earlier between Kuranda and Barron Falls ceased on 6 May.

2811 took over 3M34 Inlander from 2365 at Hughenden due to loco faults, to work it through to Mount Isa on 28 March. It then worked 3231 Inlander back to Townsville the next day. On 22 April the southbound Sunlander, 3936, was hauled by 2390/ 1751D. The next day 1774D was sent to Redbank on 6798 behind 2199F. It returned to Cairns, passing through Narangba on the northbound Sunlander, PC37, hauled by 2320/ 1774D on 2 May. 1751D departed Brisbane on 6 May behind 2309, again on PC37.

On 27 March, transfer of Newlands Control from Mackay to Rockhampton took place. The

allocation of 2250 class to Newlands traffic has recently increased from 5 to 11 during April. 2254, 2257, 2264, 2266, 2267, 2268, 2269, 2270, 2271, 2272 and 2274 are now based at Pring. On 28 April a quad 2250 working occurred when 2274/ 2257/ 2272/ 2266 worked Sonoma empties, 9B19.

## SOUTHERN REPORT

2189F/ 1759D worked 6289 out of Acacia Ridge on 12 March, with vehicle 3834 for Yukan. At Maryborough West, 4129 (ex warranty repairs) was attached and conveyed to Gladstone. On 19 March, 2820 caught fire while working Y798 between Burpengary and Narangba. It was still on the section at 08:00, causing severe disruptions to the morning peak as a result of OHLE damage. 2804, light engine from Mayne, was used to rescue Y798. Y798 finally arrived at Acacia Ridge just after 11:00. On 21 March, 8776 was delayed on the Howard to Isis Junction section due to faults with hauling loco 2199F. Vehicle 4038 was started up to provide power for the train, being driven from 2199F. On 22 March 2303/ 2479D worked 6375 out of Fisherman Islands for Rockhampton.



On Thursday 29 April 2010, 6G88 grain service loads grain at Graincorp's silos at Meandarra on the Darling Downs hauled by 2365 and 2362.  
Photo by Neill Farmer

Services have recently been increased on this corridor, with the Biloela service axed. It last ran to Biloela on 23 February and to Gladstone as 8G33 on 4 March. The last 8868 departed Gladstone on 4 March. 375 now provides loading for Bundaberg as well. On 22 March DFZ 2407 departed Redbank on road transport, heading back to WA. It passed through Port Augusta during the afternoon of 25 March, and arrived at Forrestfield on 29 March. DFZ2406 followed on 12 April, arriving at Forrestfield on 18 April. DFZ2406's last use was on 21 Feb when 2808/ DFZ2406 worked 9255 from Mt Isa. For DFZ2407, its last use was on 27 February, again on 9255 with 2820/ DFZ2407/ vehicle 2816 as motive power.

On 14 April, 2347/ 2334D worked 9D70 from Fisherman Islands to Toowoomba, the first revenue run of 2334D. 6752 arrived at Acacia Ridge on 15 April with vehicles 2352, and 2610 (for full wheel set change at Redbank). Eleven VAMQB wagons were on the rear, from Gladstone for West Moreton coal traffic. On 27 April, 7119, 7120 and 7121 were still at Moolabin being tested before movement to Jilalan. On 3 May, these locos were transferred north, going vehicle on a light engine movement, LUP9, behind PN003, and marshalled as PN003/ 7121/ 7120 / 7119.

## SOUTH-WEST REPORT

On 9 March, 2010, 1733/ 2475D worked 14 VBO and plough from Malu ballast pit to Cobbadah as 0HB3/ 0HB4 for restoration work, unloading between Kurumbul and Goondiwindi the next day. Gradule to Dirranbandi was still closed with water still over the track at 347km. 2358/ 2308 worked 6P60 grain empties from Toowoomba to Brookstead on 15 April, to commence a series of services from there. Return 6861 stalled on the branch due to excessive grass on the track. Light engines from Toowoomba assisted, 2331/ 2355/ 2308/ 2358 reaching Toowoomba early the next morning. On 20 April, pig stying work between Gradule and Thallon was been completed. Ballast trains were to be run with an expected resumption of services occurring in the first week of May. On 28 April 1725/2495H worked 0HB2 ballast to Thallon

## WESTERN REPORT

On 19 March, 2338/ 2335 worked 6G88 empties from Toowoomba to The Gums with 38 wagons to load. At this time the line was still closed beyond here due to flood damage. On 22 March, 2475D/ 1733 worked 14 VBO and plough as 0RB2 from Toowoomba to Roma for work between Wallumbilla and Roma. Arriving

the next day, it was the first train to arrive there since the floods. 1764D was still at Roma, having been there since early March. 2475D/ 1733 commenced daily ballast workings out of Roma on 24 March, loading at Bongo pit and unloading in the area. 2303/ 1736 worked the first 6S82 west from Brisbane since 1 March, departing Acacia Ridge on 29 March with 17 wagons. Only 1736 and 5 wagons continued past Toowoomba for Roma. On 31 March, 2475D/ 1733, ex local ballast workings, worked 3907 Westlander out of Roma, leaving 2482D/ 1724D to take their place. On 7 April, 2482D/ 1724D worked LSB2 light engine from Roma to Bongo, attaching loaded ballast hoppers and continuing to Morven as 0SB2. They then returned as 0RB3 to Roma. The next day, 2482D/ 1724D worked 0SB2/ 0RB3 from Roma to Angellala and return, gradually moving westwards. That evening, 2100H/ 1759D worked 3S86, the Westlander, out of Roma Street for Roma. On 14 April, 2484H/ 1764D departed Roma on 3S86 to reopen the section to Charleville. On 16 April, the Westlander reached Charleville with 2484H/ 1764D hauling 3S86.

*With thanks to Bill Dunn, Arthur Shale, Tony Wells*



• Pulling away from Laidley on Thursday 29 April 2010, 2500 and 1761 make light work of 3907 Westlander from Charleville.  
• Photo by Chris Jones



• Wearing fresh QRNational colours following overhaul, 2334D leads 2305 hauling 9829 coal approaching Yarrowlea, near Rosewood on Saturday 8 May 2010. This train was loaded at Ebenezer Mine, which is the closest coal mine to Brisbane.  
• Photo by Matt Green.

# South Australia



• Vintage English-Electrics K206, K205 and K210 rumble northwards south of Bowmans whilst enroute from Two Wells to Whyalla hauling 4M21 empty ballast on Wednesday 5 May 2010.  
• Photo by John Stone

## METROPOLITAN REPORT

During March, two more train loads of concrete sleepers arrived from Victoria. The sleepers are for use by Trans Adelaide in their electrification upgrade. The first movement to Osborne for unloading occurred on 17 March when 703/ GM46 hauled 40 wagons as train 4Y01/ 4Y02. The next movement was on 29 March with ALF18/ 2216 doing the honours as train 2Y01/ 2Y02.

## SOUTHERN REPORT

Traffic on the south line has been very busy as of late due to the large grain harvest. Numerous grain services to Dimboola and Murtoa in Victoria were also run from Adelaide. On 11 March, 5011/ 6012 departed Adelaide bound for Dimboola hauled by CLP8/ CLP14/ ECA98/ CLF6/ CLP17. Also that night, 5L52 loaded Pinnaroo grain arrived in Adelaide hauled by 2214/ 2216/ GM47/ 2210/ 705. The next day, 2216/ 2214 worked light engine from the Dry Creek MPC to Taillem Bend as 6R81. The two 22's

returned back to Adelaide the next day on 7062 loaded sleeper train from Inverleigh. This train arrived behind GM42/ CLP16/ GM43/ 2214/ 2216. That night 7011 empty Dimboola grain departed Adelaide hauled by CLP8/ CLP14/ ECA98/ CLF6/ CLP17.

On 19 March, GM43/ ECA98/ GM42 worked 6Q51 loaded rail train from Dry Creek to Keith for the new crossing loop to be built just west of town. On the return trip as 6Q52, the partially un-loaded rail rake was detached at Taillem Bend allowing the engines and crew van to return to Dry Creek. 3K42 loaded Loxton grain arrived in Adelaide on 23 March behind CLP17/ CLP14/ 703/ 2207/ ECA98/ 2216. The next day, 4061 empty sleeper train to Inverleigh departed Dry Creek behind CLP17/ CLP14/ GM43. Included in the consist were 17 empty grain hoppers which were detached at Coonalpyn. On 25 March, a very late running 4AM3 departed Adelaide hauled by NR30/ DL48/ DL41/ NR61 and was almost 12 hours late. An unusual working occurred

the next day when 703/ 705 departed the Dry Creek MPC as 6R81 light engine bound for Taillem Bend. On arrival at Taillem Bend, the rail rake was attached and then hauled back to Callington as 6R82. It was stabled on the ballast siding to be unloaded for the new crossing loop to be constructed there. The two 700's then returned to Taillem Bend light engine as 6R83. The two 700's returned back to Adelaide the next day on 7062 loaded sleeper train as GM42/ CLP14/ CLP17/ 705/ 703.

PNL's 2PM5 departed Adelaide on 1 April behind NR21/ NR56 with an entirely empty consist. The consist was stabled in Taillem Bend yard allowing the two NR's to return light engine to Adelaide. On 6 April, 3R81/ 3R82 Taillem Bend grain was worked by CLP17/ CLP16/ CLP14/ CLF6. The next night, 4012 loaded grain ex Dimboola was enroute near Mt. Lofty when the train stalled due to locomotive problems. The train eventually continued on its way after nearly a four hour delay after all problems

were fixed. Later that night, 4Q81/ 5Q82 Wolseley grain departed Dry Creek hauled by 703/ GM43/ 2216/ 2212/ 2214. Another Dimboola grain departed Adelaide on 8 April behind CLP17/ GM46/ ECA98/ CLP16/ 2207/ GM47/ GM37. The trailing three engines were detached at Taillem Bend and were used to haul 17 loaded grain hoppers back to Adelaide the next day as 6R82. After detaching the hoppers at Dry Creek, the same three engines then returned light engine back to Taillem Bend as 6R83 to bank 6012 Dimboola grain back to Adelaide. On 12 April, 2R81/ 2R82 Taillem Bend grain was worked by ALF18/ CLF5/ CLP8/ CLP17/ CLP16. That night, 2011 Dimboola grain departed Adelaide hauled by 703/ GM47/ CLP8/ ECA98/ CLP17/ CLP16.

5MP9 SCT service was enroute to Adelaide on 16 April hauled by SCT001/ SCT014/ SCT002 when the train stalled near Petwood due to loco troubles. Meanwhile 6R81 Taillem Bend grain hauled by GM42/ CLP14/ 2212/ 2207/ 2216 which had arrived at Belair, run around their

train and hauled it back to Mile End. After stabling the train on the crossing loop they then headed light engine to Mt. Barker Jct to assist. Whilst this was going on, 5MP9 was pushed to Mt. Barker Jct by 5MA5. 5MP9 eventually departed Mt. Barker Jct with the impressive eight locomotive lash-up bound for Adelaide. Numerous delays resulted to 5MA5, 6AM8, 3PM6, 6R81, 5MP5 and 5MP7. On 18 April, 7Q81 empty Wolseley grain departed Adelaide hauled by ALF22/ GM46/ GM43/ 703/ 2210. A couple of hours later, 7022 loaded grain train ex Murtoa arrived in Adelaide hauled by CLP8/ 2216/ GM42/ CLP16/ CLP17. That night, 1011 Dimboola grain departed Adelaide hauled by GM42/ CLP14/ ECA98/ CLP17/ 2212/ CLP8. Another grain service to Murtoa occurred on 21 April when 4021/ 5022 departed Adelaide hauled by CLP8/ GM42/ CLP17/ 2212/ 703/ GM46. The trailing three engines were detached at Taillem Bend. The next morning, GM46 departed light engine for Callington as 5S61. After attaching the empty rail rake (8x AZRL/

AZRF) the train headed for Dry Creek and ultimately Pt. Augusta after a crew change. On 23 April, 5MA2 P&O service arrived in Adelaide hauled by G515/ C501. That night, 6AM2 departed Port Adelaide hauled by G515/ C501/ HL203.

After receiving attention by United Rail at Keswick, the AK cars departed Adelaide hauled by 2210 bound for Horsham as AK82. On 25 April, ARTC introduced a new train numbering system for all intrastate trains in SA and Victoria. 1281S Taillem Bend grain departed Dry Creek on Wednesday 28 April behind CLP17/ 2207/ GM43/ 2214/ CLP14. The train returned that night as 2182S while 1311S Karoonda departed Adelaide hauled by 2207/ GM43/ 703/ ALF19. This train returned to Adelaide as 3112S. The next day, PNL freight 4MP5 was enroute to Adelaide near Petwood hauled by NR117/ NR12 when the train stalled after NR12 failed. Light engines NR87/ NR83/ AN1 were sent from Adelaide to assist 4MP5. AN1 then lead 4MP5 back to Adelaide. On 3 May, El Zorro light engines, C501/ T342 arrived at the Dry



• Standing on the crossing loop at the recently constructed Thomiar loop between Cook and Fisher, a severely delayed 4PM9 hauled by SCT011 and GM37 haul SCT009 and SCT007 both defective await the passage of a westbound freighter on Saturday 17 April 2010.  
• Photo by Lynden Rewko



• **Rumbling through the sandhills north of Bookaloo, CLF6 and GM46 haul 2AD3 military special north to Darwin on Monday 22 March 2010.**  
 • **Photo by Damien Butler**

Creek MPC from Victoria. This was the first visit on an El Zorro painted locomotive to SA. That night, C501/ T342 departed Dry Creek with 30 empty container wagons back to Victoria as 2761.

## NORTHERN REPORT

On 12 March, 6S12 loaded Pt. Pirie grain arrived in Adelaide behind 703/ GM46/ 2207 while 6U12 loaded Gladstone grain also arrived not far behind it hauled by 705/ 2210/ GM47. The ARTC infrastructure trains continue to be worked by SSRS using Coote locomotives. On 18 March, English Electric's D49/ D51 departed Islington Workshops light engine bound for Two Wells. After attaching 13 GWA owned ballast hoppers and a plough, they then headed to Dry Creek where the wagons were detached. The two D's then returned light engine to Two Wells and eventually back to WA the next day. 6DA2 arrived in Adelaide on 21 March hauled by EL63/ VL354/ ALF20/ FQ04. FQ04 was attached at Spencer Jct enroute to Adelaide. The next day, 2AD3 departed Dry Creek with CLF6 hauling two crew cars bound for Pt. Augusta. After attaching GM46 and a solid train of army loading the train departed for Darwin. This train included seven wagons loaded with Abramstanks. Later that morning, 8044/ NA1874 departed light engine from Islington Works to Two Wells where they attached some loading and then departed for Whyalla. That night, 2AD1 departed Adelaide hauled by FQ01/ VL353/ EL63/ haul NR23. NR23 was heading north to haul 4DA8 The Ghan back to Adelaide after the failure of NR109. 4DA8 arrived in Adelaide later that week on 26 March

behind NR109/ NR23. On 24 March, 4AP1 departed Adelaide hauled by the all QRN lash-up of 6003/ 6007/ LDP004/ CLP13. LDP004 was detached at Tarcoola and added to 3PA1 with 6001/ 6008 for the run back to Adelaide. After servicing in Adelaide, Perth based ALCo, 8039 returned back home on 24 March hauled dead on 3MP5 with NR21/ NR29. Near Long Plains, NR21 failed so 8039 was started to assist. On arrival in Pt. Augusta, NR4 replaced NR21 and the train continued west.

The fourth EL to grace Freightlink services, EL58, arrived in Pt. Augusta behind

NR42/ NR39 on 31 March. It was later forwarded to Adelaide. During mid March, GWA owned GM38 was hired by SSRS for use on the infrastructure trains with 8044/ NA1874 for a period of a few weeks. On 1 April, 2210 departed Peterborough with AK82 AK cars bound for Keswick. Also that same day, GM37 hauled 5172 SCT shuttle to Adelaide. The following Monday, 7 April, 7DA2 arrived in Adelaide hauled by FQ03/ VL354/ FQ02/ ALF18. Two days later, 4S11/ 4S12 Pt. Pirie grain was worked by 703/ 705. On 9 April, the rare combination of GM43/ 846/ 703 worked 6S11 Pt. Pirie grain. This was a trial run for 846 after returning to service. It had spent over a year in storage at Dry Creek. At Pt. Pirie, ALF18 was attached to the train for the run back to Adelaide on 6S12. ALF18 had earlier run light engine from Pt. Augusta to Pt. Pirie. Also on the same day, 6V71/ 6V72 Snowtown grain was worked by 2212/ 2216/ 2214. Then that night, PNL service 6AB6 depart Adelaide for Brisbane via Broken Hill instead of via Melbourne hauled by NR44/ NR104. On 11 April, 1173 SCT shuttle service departed Adelaide with GM37 hauling 846/ SCT010 to Pt. Augusta.

QR National's third Perth service started up during mid April with \_MP1/\_PM1 train numbers replacing \_MA6/\_AP1, \_PA1/\_AM6. The first working, 2MP1, departed Dry Creek on 13 April hauled by 6007/ CLF1. Also that same day, 3U31 Jamestown grain was worked by GM43/ 2214/ GM46. GM46/ 2214 then worked light engine to Pt. Pirie where 2214 was swapped for 701 before returning back to Jamestown. The return train, 3U32 departed Jamestown



• **Grinding upgrade from Wirrappa, FQ01, VL353, EL63 and NR23 dead attached haul 2AD1 goods northward to Darwin on Tuesday 23 March 2010. NR23 was being worked north as a result of a loco failure on the Ghan.**  
 • **Photo by Damien Butler**

hauled by GM46/ GM43/ 701. The next day, GM37 hauled 846 as 4S81 light engine from Pt. Augusta to Whyalla. 846 was detached before GM37 returned back to Pt. Augusta as 4S82. 846 was then converted to narrow gauge for use on the ore trains. On the afternoon of 15 April, 4PM9 SCT service was enroute near Haig on the Nullarbor in WA when the train came to a halt after lead engine SCT009 was apparently struck by lightning. The trailing unit was already being hauled dead and was unable to be started leaving the train stranded. Following train 4PM6 pushed 4PM9 into the crossing loop at Haig where it awaited its rescue. GM37/ SCT011 with a generator wagon and crew car departed Dry Creek at 07:00 the next morning as 6AH9 bound for Haig where they arrived around midnight. 4PM9 eventually arrived in Adelaide in the early hours of 18 April after a massive delay behind SCT011/ GM37 hauling SCT009/ tanker/ SCT007. After sitting at Bolivar since 26 February, TL152 was collected and hauled back to Islington Workshops. 103 worked the movement from Islington Workshops to Bolivar and return.

On 22 April, 5S11 Pt. Pirie empty grain service departed Adelaide hauled by 701/ CLP16. Whilst at Pt. Pirie, 701 was replaced by 2214 for the run back to Adelaide on 5S12. Early the next morning, 5AD1 was enroute near Pimba hauled by ALF22/ CLP14/ VL362 when ALF22 suffered a suspension bearing failure. ALF22 was detached in the goods siding at Pimba allowing the train to continue. But further along the journey, CLP14 also gave



• As the sun rises on another beautiful outback day, MMY 034 Rail Grinder prepares for another day working the Trans-Australia Railway on Wednesday 14 April 2010.  
• Photo by Bob Grant

trouble and was swapped with FQ01 off 5DA2 at Wirrida. After temporary repairs to ALF22, GM37 worked light engine from Pt. Augusta to Pimba as D889S on 28 April and attached ALF22. The movement then returned back to Pt. Augusta as D888S light engine. A three week ballast program between Tarcoola and Darwin was undertaken during April/ May. On 26 April, 2AD3 empty ballast train departed Dry Creek with CLF5/ crew car JTA2/ GM47 up front and included CFCLA crew car CDCY 279 and 38 ballast hoppers and a

plough. Due to the failure of 6001 in WA, 7PA1 arrived in Adelaide on 26 April hauled by 6003/ L3118. After a short stay, L3118 returned back home on 4AP1 with 6003 on 28 April. On 1 May, PN service 5NY3 derailed whilst shunting in Spencer Jct yard. This resulted in disruptions to a few services with some 5 roads damaged in the yard. SCT service 7GP1 and shuttle 1173 were combined in Pt. Pirie yard the next day instead of Pt. Augusta. 6PM9 SCT also shunted Pt. Pirie yard to detach loading for 7PG1 service the following day.

## EYRE PENINSULA REPORT

The current grain harvest in SA is keeping GWA quite busy on the Eyre Peninsula division with two trains running almost daily. On 19 March, 6CD1/ 6CD2 service to Lock was worked by 1601/ 859/ 848/ 905. Also on the same day 1204/ 842/ 851 worked 6BC1/ 6BC2 Rudall grain. A locomotive transfer to Thevenard occurred on 23 March when 1601/ 842 departed Pt. Lincoln on 3CP1. Two days later, 1603/ 873 departed Thevenard as 5CP2 light engine for Pt. Lincoln. On 31 March, 1204/ 873/ 851 worked 4CF1/ 4CF2 to Kyancutta while 1203/ 848/ 859 worked 4BC1/ 4BC2 to Rudall. 1603 made a run out of Pt. Lincoln on 10 April when it worked with 1203/ 906 on 7CG1/ 7CG2 Wudinna grain.

*With thanks to Damien Butler, Bob Grant, John Stone, Lynden Rewko, Dave Arnold and Daven Walters.*



• Rounding the curve near Calcoomba north of Mallala under a threatening sky, 6003 and L3118 haul 7PA1 intermodal service to Adelaide on Monday 26 April 2010. L3118 was substituted in Perth due to the failure of the rostered 6000 class before departure.  
• Photo by Daven Walters

# Western Australia



• In early morning light, DAZ1904, P2509 and P2510 haul 7750 empty grain towards Mingenew through the Greenough area on Saturday 1 May 2010.  
• Photo by Phil Melling

## SOUTHERN REPORT

The third grain set departed Albany late on 11 April 2010. Ending quite a busy period for grain haulage around the Albany area.

The Woodchip train restarted after a normal closedown on 19 April 2010. The difference was that two NJ class locos were back on it, however this was short lived with NJ1602 taking the train to the mill and NJ1605 bringing it back. It completed two runs and before heading out for the third run around lunch time NJ1602 was taken off the train and ran into the workshop. DBZ2303 was run onto the train in its place. Since that time the NJ's have taken their place back on the woodchip.

It is reported that the NJ's have had their weight increased from 68 to 74 tonnes to increase their tractive effort.

Locomotives at Albany on 23 April were NJ1602, NJ1605, P2505, P2511, P2515, DBZ2303 & DBZ2308.

## GERALDTON REPORT

On the 13 April 2010 a 108 wagon trial train was run from Geraldton Port through to Perenjori. The train ran as DFZ2405/ DFZ2404/ DFZ2401 and P2507 (off line) running as 3720 empty iron ore. On arrival at Perenjori the train was reformed and ran back to Mullewa where the train was split. The two trains were loaded at Ruvidini with iron ore and ran as DFZ2401/ DFZ2404/ DFZ2405 & 90 wagons and P2507 & 18 wagons. Both trains ran to Geraldton Port with the DFZ's getting in mid morning on 14 April. The last wagon was fitted with radio monitoring equipment believed to be testing radio signals for possible distributive power use on future iron ore trains from Perenjori scheduled to start mid 2011.

A further interesting movement occurred on 18 April 2010 when P2513/ P2507/ DAZ1901 ran on 1750 empty grain to Carnamah. The locos then continued on south to meet with P2517/ P2516/ DAZ1904 which had bought a grain train up to Watheroo from Kwinana

running as 1759. All three locomotives were then exchanged with P2517/ P2516/ DAZ1904 heading north to rejoin the Carnamah grain train.

P2516 had not worked in the Geraldton district since its overhaul in 2006. Of interest was its workings during the week commencing 26 April 2010 when 2512/ P2516/ DAZ1905 worked 2751 loaded grain ex Mingenew to Geraldton Port. Later on the 26 April and for the next few days P2516 was paired with consecutively numbered P2517 on Geraldton iron ore services. By the 1st May P2516 was noted hauling 1702 empty mineral sands train from Nargulu to Eneabba.

## PILBARA REPORT

BHP Billiton have commenced naming the rest of their SD70ACe fleet from 4314 onwards, noted so far are:

- 4327 Hamersley
- 4331 Withnell
- 4334 Wheelara
- 4341 Oroville

## KALGOORLIE REPORT

The Kalgoorlie correspondent has had some busy times as this report on Saturday 24 April with an extra long period in one day's sightings, but gives an indication of traffic flows around the Kalgoorlie area:

- 0228hrs AC4302 / L3108 nickel train ex Kalgoorlie
- 0708hrs Parkeston: NR103 / NR120 5SP5 being fuelled.
- 0720hrs Kalgoorlie depot: LQ3121, Q4012.
- 0723hrs Between loco depot and West Kalgoorlie: NR97 / NR91 95 platforms, 6PS7 - 2714 tonnes, 1575m.
- 0725hrs West Kalgoorlie: LZ3105, shunt; Q4019 6029 goods to Leonora.
- 0855hrs Parkeston: NR16 / NR49 70 platforms, 6PM7. Former BHP49 shunting the lime sidings.
- 1035hrs Kalgoorlie: SCT004 / SCT015 72 wagons, 6PM9 - 4398 tonnes, 1795m.
- 1144hrs Kalgoorlie: LZ3103, 7C72 light engine ex Parkeston.
- 1144hrs West Kalgoorlie: NR98 / NR94 72 platforms, 6PM6.
- 1350hrs West Kalgoorlie: LZ3105, shunt, Q4014, LZ3120, LQ3121 & Q4012 stabled.
- 1352hrs West Kalgoorlie: W DFA003 / WDC023 / WDB013, Down Prospector.
- 1354hrs West Kalgoorlie: LZ3103 light ex Hampton, 1356hrs West Kalgoorlie: LZ3105 / ore hopper, to Kalgoorlie depot.
- 1412hrs Passing Kalgoorlie depot: SCT014 / SCT001 around 51 SCT wagons / 33 QRN wagons, 5MP9.
- 1550hrs Parkeston: LZ3103;
- 1610hrs: NR45 / NR1 70 wagons, 5MP7 arriving.
- 1955hrs Kalgoorlie: NR44 / NR40 91 empty flats and steel wagons, 7PX4, arrived in Parkeston at 2012hrs.
- 2020hrs Parkeston: NR39 / NR79 77 wagons, 5MP5.

- 2132hrs Lyall St: AC4302 / L3108 21 WNs, 14 flats with kibbles, 4 flats with containers, 5 tanks, train 443 into Kalgoorlie – to form 478 to Hampton.

- 2301hrs: Q4019 sulphur containers & gas tanks, 7430 Up.

## MERREDIN REPORT

Track recorder car RC701 ran to Trayning on 22March as a precursor to services commencing again on the West Merredin to Trayning line. Services started on 1 April 2010 with AB1503 running on 5492 grain and AB1501 running on 5494 grain.

## PERTH REPORT

NR4/ NR29 with 8039 on 3MP5 arrived whilst heading east NR29/ NR4 were hauling 8122 dead attached on 6PM6 on 26 March.

- 527, 42209, 42211 have all been listed as for sale.
- NR51 left UGL Rail at Bassendean on 21 April for repair at Spotswood.

***With thanks to Simon Barber, Peter Donaghy, Phil Melling, Richard Montgomery and Stew Winston.***



• Under a foreboding sky, DBZ2312 and DAZ1903 power away from Mundijong Junction whilst hauling 5556 coal from the Collie area to Kwinana on Thursday 15 April 2010.  
• Photo by Simon Barber



• In the last issue of ARI it was mentioned that the AD class had been relocated from Bunbury to Avon Yard. Here we see P2503, AD1520 and AD1521 working 1323 empty grain to McLevie near Chitbin on Sunday 18 April 2010.  
• Photo by Phil Melling



• Transperth's only locomotive, MA1862, is based at their Claisebrook depot to move EMU's around the depot for maintenance requirements however it is also used to transfer newly-built units from bogie-exchange at Midland to Claisebrook. Here it hauls set B89 through Guildford on Friday 19 March 2010.  
• Photo by Justin Brown



• After a stint on standard gauge, 2819 has been regauged back to narrow gauge and reclassified as PA2819. Here P2501 hauls PA2819 from UGL  
 • Bassendean's works to Forrestfield as they cross the Swan River at Guildford on Tuesday 27 April 2010.



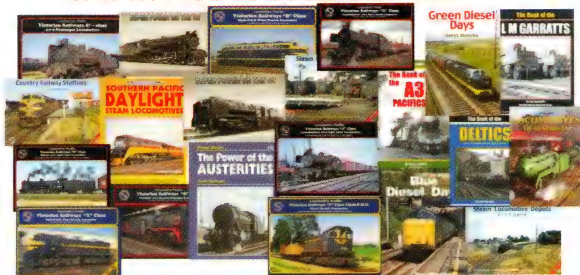
• Rumbling along near Waterloo in the state's south-west, DAZ1906 hauls 1923 empty sulphuric acid back to its loading point at Bunbury on Sunday 11  
 • April 2010.  
 • Both photos by Simon Barber



• P2516 is seen here hauling an empty mineral sands train bound for Eneabba, passing through Walkaway Siding late in the afternoon on Saturday 1 May 2010. The mineral sands traffic is supposed to stop running at the beginning of May.  
• Photo by David Melling

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: Chugging through the streets of Penquin in northern Tasmania, Z2113, ZA2114 and Z2110 work 346 coal to Burnie on Tuesday 9 March 2010. The  
 : Taspaper mill at Burnie where the coal is destined for has recently announced it will close in the coming months.



: Working westbound through East Ulverstone on Sunday 4 April 2010; DQ2002, DQ2007, MKA2133 and DQ2006 haul 136 goods from Hobart to Burnie.  
 : Both photos by Alex Rothwell



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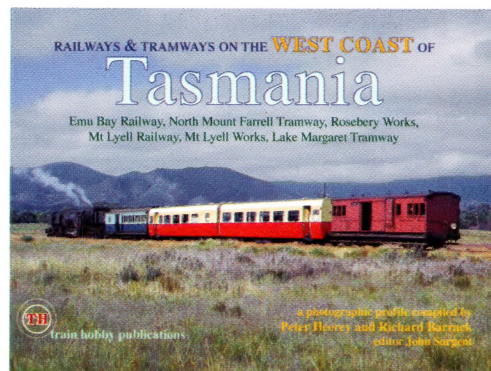
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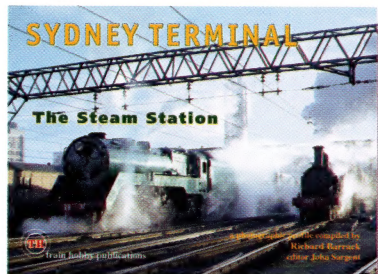
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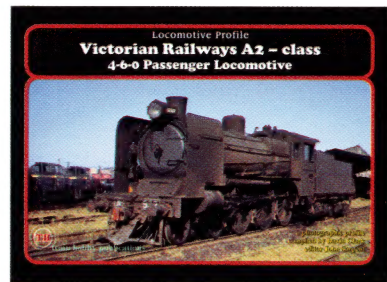


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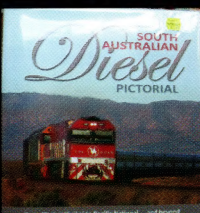
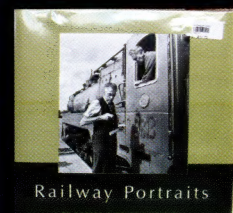
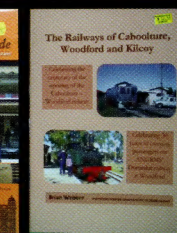
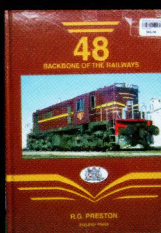
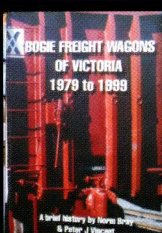
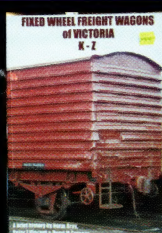
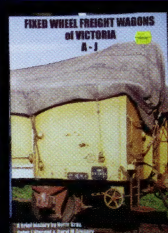
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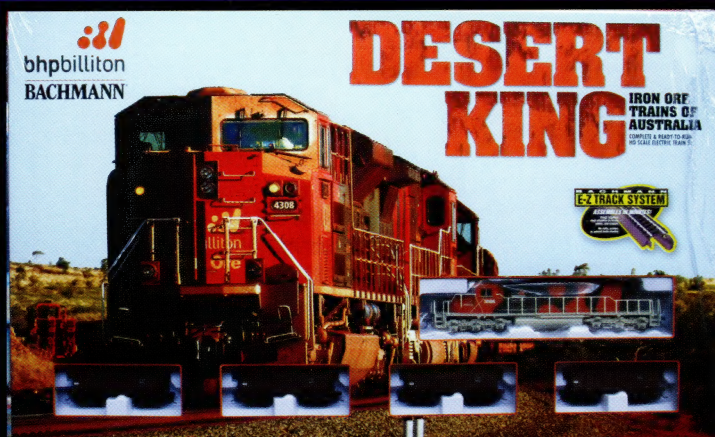
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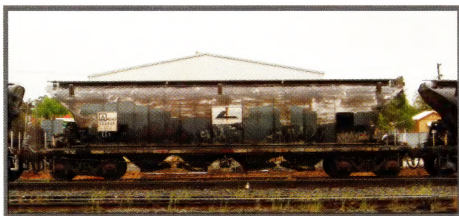
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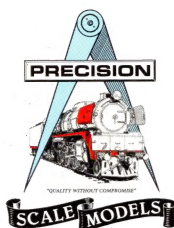
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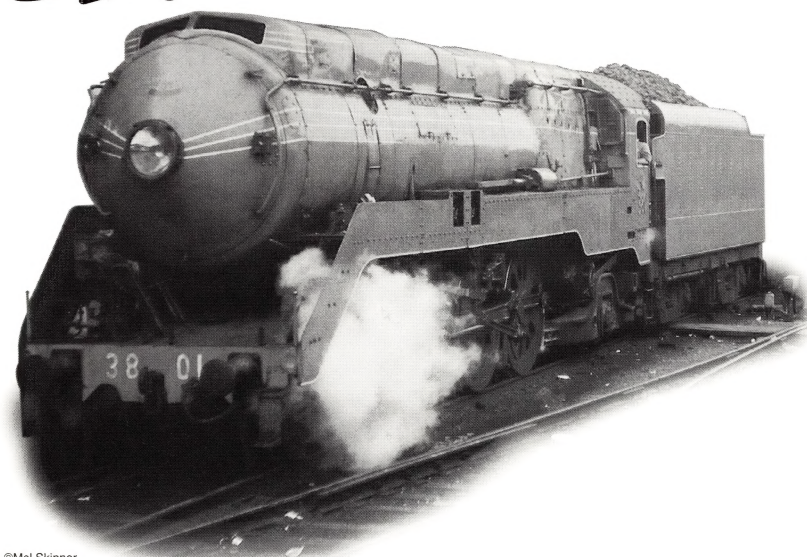
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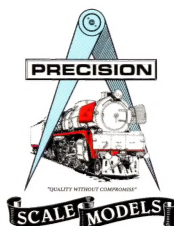
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